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M A G A Z I N E

Published at Hanover, New Hampshire Volume 21, No. 2

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COVER PHOTO

SKI's cover girl, arrayed in White Stag parka and elastic pants, was photographed by Carl Vermilya. A collection of new White Stag fashions appears on pages 48 and 49

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SKI, NOVEMBER, 1956

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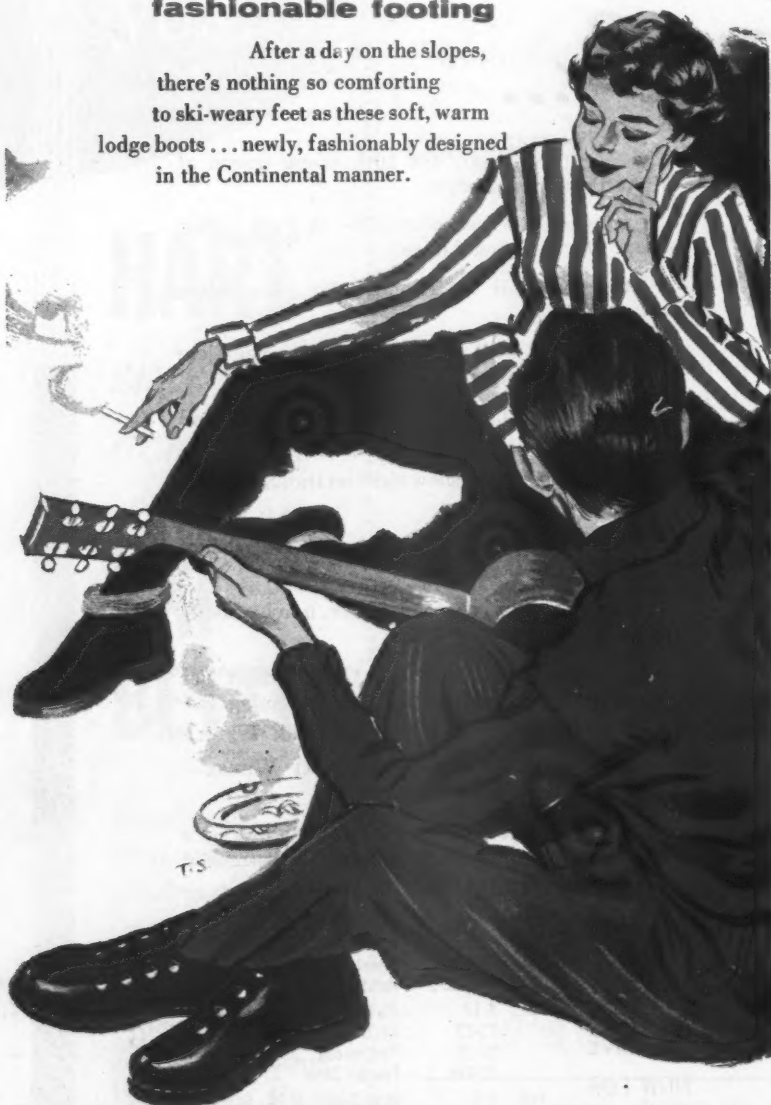
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LETTERS

Wedeln

Sirs:

Much pleased to see your magazine take the lead in publicizing the new look in skiing, thus helping us all get the lead out of our ski pants. It was a joy to read an article on technique (SKI, October, 1956) which is not a regurgitation from the plow-and-stem era. You have given your readers some real basic insights regarding how to turn on skis. . . .

I am writing now as a director of the Far West Ski Instructors' Association, perhaps the most progressive organization of its kind in this country. Several years ago our instructional manual was rewritten incorporating and classifying the large amount of new technique information. (Allais was in California at that time.) A look-see into this manual would have stated in English ("*Fersenschub*," my foot!) the many ways of making a christie, and the dynamics common to all of them. Seems to me your imported word, "wedeln," covers the many variations of turns using a lift (down-up-down motion) combined with foot-rotation, and as such should be acceptable. Incidentally, if I am not mistaken, the knees, not the hips as you mention, are responsible for edge change in these turns. A close study of your sequence photos should bear me out.

For beginners?

I am sure there are many who doubt that wedeln turns can be taught to beginners. I have proven to my own satisfaction, and to that of many, many skiers, that it can. Experiments with such an approach applied to the method of teaching parallel skiing have produced most gratifying results, especially with youngsters. These findings, along with much more up-to-the-minute information, are the subject of a book of mine scheduled for publication next year.

Maybe, after your article, I should entitle it "Wedeln Waltzing auf dem Schnee." What do you think?

Eagerly awaiting your next issue, good or bad. . . .

DOUG PFEIFFER, Co-Director
Snow Summit Ski School
Big Bear Lake, Calif.

SKI, NOVEMBER, 1956

• The editors believe *wedeln* to be a useful general term which covers, as Mr. Pfeiffer says, the many variations of the new technique. Except for this key word, Mr. Pfeiffer will find no new foreign terms in the article beginning on page 20 in this issue. The editors agree that the knees play an important role in edging, particularly at the end of the turn, but feel Mr. Pfeiffer would confirm that the initial change of edges depends largely upon hip movement. SKI readers may look forward not only to Mr. Pfeiffer's book, but to his article on stunts which will appear in a later issue this season.

Home movies

Sirs:

Do you know if we can purchase or rent 8 mm movie films taken about skiing?

BERT CREASY

Hamilton, Ont.

• Among the best 8 mm material available now is the instructional film produced by Fred Iselin, Aspen, Colo., and the various home movie shorts produced by Warren Miller, Dept. S, 113 North Vermont, Los Angeles 27, Calif.—Ed.

Jumping hill

Sirs:

We are organizing a ski club and are interested in erecting a ski jump of some official size or height. Knowing nothing about the type of construction, I am at a loss without more information as to the height of the tower, the grade of the slide, and the grade of the landing. We have two jumps in mind, a small one for the youngsters, and one considerably larger.

Could you please give me some information on how to construct one?

DE ALTON RIME

Willmar, Minn.

• There is very little information in English on construction of ski jumping hills. Sound advice may be found in articles written by F. Martin Brown in the 1935-36 editions of the *American Ski Annual*, available at any good library. Much handier are specifications contained on pages 74-79 of the *FIS International Ski Competition Rules* booklet on cross-country and jumping. This may be obtained from the National Ski Association, 100 West 13th Street, Denver, Colorado at a cost of seventy-five cents. We also suggest that you contact other clubs which have actually built such jumps—Ed.

SKI, NOVEMBER, 1956



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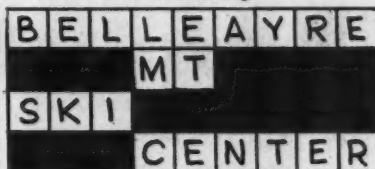
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FILMS

Eastern emphasis

The only thing more more entertaining than John Jay's new show, "Great White World," would be a documentary of John doing a creditable job of espionage at Cortina, sneaking valuable Olympic footage under the eyes of the Italian film monopoly. Expanding on this Olympic theme, Jay has also scooped other moviemakers with a special technique sequence of three-way Olympic champion Toni Sailer.

Easterners in particular will appreciate Jay's emphasis on New England ski areas in his new show. The usually unphotogenic east is viewed from fresh and interesting angles, including zooming aerial shots of Bromley and Mt. Snow. Skiing performers range from junior hotshots in the nationals at Franconia to some of the leading eastern mentors—Orla Larsen flying through Mt. Snow powder, Bud Phillips negotiating Mad River moguls as John rides down the lift, Don Powers doing his hilarious double-jointed stuff in a tramp suit—and the film features an expedition to Mt. Washington, where Brooks Dodge does on film pretty much what he did on paper in the October issue of SKI. The show includes some western footage as well, with good coverage of fabulous Mammoth Mountain in California. Some whitewater boating, plus inimitable Jay asides, provide variety and spice.

A visit to Alma Ata in the bleak Ural Mountains, where Russian skiers train for international competition, will highlight John Jay's round-the-world "sabbatical" trip this winter. Taking a year off from Alpine ski tours after six consecutive seasons, Jay and his wife Lois will enplane for Tokyo January 20. After a three-week film tour of Japanese ski centers, they will rendezvous there with Charles McLane, 1941 Dartmouth captain, and his wife Carol for the trip across Siberia to Alma Ata. A former State Department official with several years' service in the USSR, McLane speaks fluent Russian and knows how to get things done. The party will continue on the new double track of the Trans-Siberian Railroad to Moscow for more ski filming and then on to Leningrad and Helsinki for jumping pictures. Following a stop in Switzerland to film

Continued on page 12

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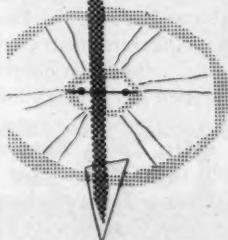
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news in brief

Nearly 100 members of the New York State Winter Sports Council gathered at Whiteface Inn, Lake Placid, N. Y. recently to discuss improvement of winter sports facilities in the state.

. . . FIS officials are making an inspection tour of the new Olympic downhill course at Squaw Valley, Calif., prepared this summer under the direction of Denver University ski coach Willy Schaeffler. . . . Garmisch will again be open to the public this season, while Berchtesgaden will be maintained by the US Army as a recreation center for government personnel stationed in Germany. . . .

Late addition to the chart of new lifts going up this fall (see page 76) is a Pomalift at Mt. Baldy, where extensive clearing has been done this summer. . . . Eastern Ski Coaches' Association clinic will meet in Hanover, N. H. November 24 and 25. . . . Metropolitan Detroit Council of American Youth Hostels announces program of ski meetings featuring personalities such as Ernie McCulloch of Mont Tremblant and Sverre Engen of Alta, Utah. . . . Pepi Neubock, former winter sports director at Laurentide Inn, Ste. Agathe, P.Q., has joined the teaching staff at Mt. Snow, Vt. . . . Don Cutter of Hanover, N. H. has been appointed manager of the successful new Okemo Mt. area at Ludlow, Vt., which will be officially opened by Governor Johnson at a date to be announced. Columbia Records has released a new album especially for skiers, called "Ski Trails," which features songs such as "I've Got My Love to Keep Me Warm," "Moonlight in Vermont," and "Baby, It's Cold Outside." Other ski songs on the market are "The Clicking of the Skis" and "The Ski Song" by Van Hall



Recreation leader Ken Cooper shovels crushed ice on to pre-season practice hill sponsored by City of Los Angeles. Vertical drop is six and one-half feet

vocals. . . . SKI author Roland Palmedo, expert on resorts and development, calls on his wide experience at areas all over the world in compiling his authoritative book, *Ski New Horizons*, offered by Pan American Airways at the special pre-publication price of \$3.00. Orders must reach Dept. 139, Box 1111, New York 17 before December 1. . . . The *Sports Film Guide*, listing over 2,000 16mm films on sports, is available at \$1.00 per copy from The Athletic Institute, 209 S. State St., Chicago 4, Ill. News of new ski films begins on page 9 in this issue.

Shoptalk: Sig Buchmayr's ski shop at 16 East 50th St., New York City, has expanded to take in a second floor. . . . Harry Vallin's Scandinavian Ski and Sport Shop has moved to 45 East 59th St. The shop will sponsor its annual Reunion Dance at Hotel McAlpin on November 30. . . . Norse House of 57 West 46th St. has announced the opening on November 15 or a new branch in the redesigned base lodge at Mt. Snow, Vt.—the official ski shop at the booming resort. . . . Freddy Nachbaur of the Arlberg Inn, Laconia, N. H. has opened a ski shop in his lodge. . . . Also at Laconia, the Peter Kling Ski Shop will feature smart clothing this season. . . . Post's Ski Shop at 1131 Lexington Ave. has been entirely remodeled.

Equipment notes: Latest complete figures available to SKI show that a total of 106,000 pair of European boots and Tyrol boots from Canada were im-

ported into the US in 1954. Reasonable estimate for this season would put total at more than double this amount, with most of the boots coming from German-speaking countries and the French Le Trappeur and Italian Nordica and La Dolomite brands completing the total. . . . Haderer boots in short supply, owing to Olympic success. . . . Strasser now meeting demand owing to increased productive capacity. . . . A new importer, Widder, has brought the price of the cheapest double boot into the \$20.00 class. . . . The Anglo-Scandinavian Co. has added the Köflach boot to its line, which already includes the established Swiss Raichle. . . . Dartmouth Skis, Inc. is supplementing its Humanic line with a Hüttl model for skiers who insist on a completely hand-made boot. . . . Garmisch boots now feature hand-sewn welts as well as other custom features. . . . Sandler of Boston's imported boots are now being sold under the trade name "Europa."

More news of boots on page 89.

CORRECTION

Owing to the omission of two punctuation marks in the story on skis in the October issue of SKI a possible misunderstanding may have arisen. SKI prints the following in the interests of clarification: The Head and the Head Master are manufactured by the Head Ski Co.; the Hart ski is manufactured by the Hart Manufacturing Co.; the Kam, a newcomer to the non-wood ski field, is manufactured by the Kam Ski Co., of Baltimore.

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triple-stitched, the choice of
the champions **\$52.00**

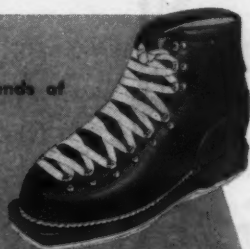


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THE HENKE SWISS SKI BOOT, 242 Fourth Avenue, New York

FILMS continued from page 9

some Alpine touring, the Jays will be available for bookings after mid-March.

On the move

During the past season Warren Miller has covered 150,000 miles in the Northern Hemisphere and skied in at least thirty resorts from California to Austria. Aiming his camera at half of these, he has exposed over 15,000 feet of color film.

His new show, appropriately titled "Have Skis, Will Travel," is already booked in some ninety cities across the United States. Its highlights include Stein Eriksen doing a forward somersault as he is chased down the mountain at Zürs, Austria, by Yves Latreille, former national downhill champ, and Herbert Jochum, former coach of the American women's Olympic team. Jumping sequences filmed at Kulm show skiers going over the 400-foot mark to break the hill record. One misses his takeoff and lands head first at the 250-foot mark—all this in slow motion.

Other shots include members of what is probably Austria's most exclusive ski club—St. Anton's in Vienna. To belong you must have only one leg. Footage is also devoted to Laurel Mountain Slopes at Ligonier, Pa., forty miles from Pittsburgh where it can get so crowded they have, according to Miller, "odd and even hours for people to ride the lifts." Sigi Engl, who heads the ski school at Sun Valley that gave a record 32,000 lessons last winter is seen skiing at his home resort. For comedy there is the tale of three unemployed Sun Valley ski instructors living off oyster crackers, catsup and mustard as they wait for snow in Los Angeles. Like another well-known movie-producer, Miller appears in his own film—losing to Yves Latreille by one second in the Dick Springer Memorial slalom at Mammoth.

In addition to his personal-appearance shows, Miller is peddling footage by the yard to amateur skimoviemakers. At only a few dollars for a minute or two of sparkling action, these offerings are an economical way to pep up dreary home movies. The cost is probably less than what it would cost you to shoot the footage yourself, and the quality—well, maybe it's almost as good as you could do if you had Warren Miller's opportunities for picture-making. Maybe even a little bit better.

Skiing in America

Leading off Victor Coty's offerings

SKI, NOVEMBER, 1956

this season is "Snow Wings," highlighting top skiers and ski events of 1956. He also provides a preview to the 1960 Olympics in his coverage of the 1956 national alpine races at Squaw Valley. This one has some especially good shots of the downhill, won by Billy Woods, showing him as he starts his sixty-degree schuss over the headwall. The film also records the cameraman's head-on collision with a couple of runners—one of whom happens to be Dick Durrance.

Other films cover the Silver Dollar race down Slide Mountain at Reno, Bill Klein on Disney Mountain and Martin Strolz in deep powder on the National Trail at Stowe. Also included is Pepi Gabl above the clouds on the upper four miles of Mount Hood; Willie Schaeffler stunting at Heavenly Valley; Gordon Wren at Reno; deep powder skiing at Arapahoe Basin in May, and the 1956 Harriman Cup races in Idaho's Sawtooth Mountains.

The new film brings Coty's total of available personal-appearance shows to seven—a full week of entertainment, with a different show every night! Unlike other of the top moviemakers, he has concentrated entirely on American skiing. Coty's current films, together with many thousands of feet stored in the vault, constitute a unique record of skiing as it has developed in this country during the past twenty years.

Fun for everybody

This season an increasing number of skiers will have an opportunity to see Sverre Engen's fine shows—"Snow Ranger," "Old Man of the Mountain" and his latest, "Skiing Unlimited." Sverre's ebullient thesis is that nobody is too old—or too young for that matter—to learn and love skiing. The new film ranges over northwestern resorts and remote spots in Idaho, Utah and Wyoming, as well as Alta and the well-known California resorts. This fall, Sverre is running a fairly complete gauntlet of bookings east and west.

New Durrance films

Big-time commercial film producer Dick Durrance is back in skiing with no less than two new packaged shows available to clubs and other groups. The first, sponsored by the Aspen Skiing Corporation, is an alive and up-to-date replacement for the resort's six-year-old publicity film. It has everything, even a plot of sorts. It starts out with scenes from this year's Roch Cup. The girl (Evie Jacoby) is obviously interested in the fate of a certain racer (Tony Carter). A flashback shows pretty

Henke's new look in ski boots



Stein Eriksen

designs

this boot

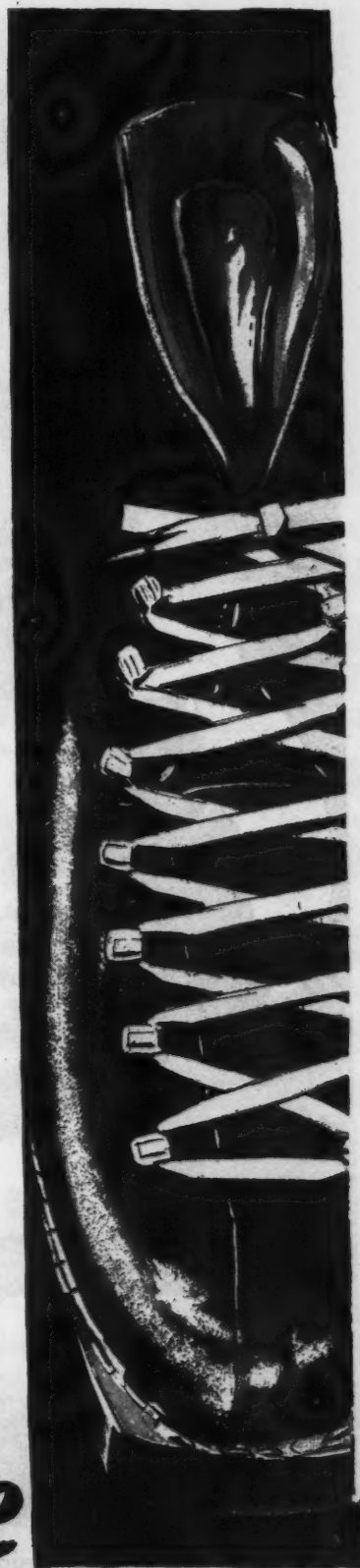
his way

"Boots make the skier," says Stein. And he should know! World's No. 1 skier, instructor of thousands, Stein designs a new, contoured inner boot that gives you the kind of fit you dream of. Accents your forward lean. With clean, strapless lines. **39.95**

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Available at leading stores.

Evie, as a newcomer to Aspen, being introduced to the thrills of deep powder by said racer. He also introduces her to historical aspects of the town and, more believably, to the famous Aspen night life. Another character is the oldtimer (Frank Willoughby), an engaging pied piper to the ski-crazy kids of Aspen. The twenty-seven and one-half minute film winds up with the climax of the race, and while the fate of the main characters is left in doubt, we are convinced they are having a whale of a good time—as any film audience will. Clubs wishing to put on this show should contact Ed Stanton of the Aspen Skiing Corporation.

The other Durrance show is a sprightly twenty-minute, color-and-sound documentary on western skiing in general sponsored and distributed by the Hamms Brewing Co. of St. Paul, Minn. Covering the high spots—Sun Valley, Aspen and top weekend areas . . . the nationals at Squaw, jumping and the annual carnival at Steamboat Springs—it is designed to appeal to a general audience as well as to dyed-in-the-woolly-powder skiers.

Double feature

Skiing backwards is not an ordinary pastime of expert skiers, let alone most of us—especially with a camera in our hand. But that is exactly what Bob Bourdon of the Mount Mansfield Company in Stowe, Vt., did in preparing one of his new films this fall.

This feat was accomplished in the course of filming "The Twentieth Anniversary of the Sepp Ruschp Ski School"—a seventeen-minute package on the present teaching methods of the Ruschp school, featuring ski school manager, Kerr Sparks, and racing instructor, Karl Fahrner. Aside from fundamentals, the film also covers slalom and wedeln (mambo), and ends with some beautiful free skiing by Fahrner in unbroken powder. Bourdon wanted to get slow-motion studies of wedeln, with Fahrner demonstrating. His idea was that, instead of the usual following shots taken from behind the skier, he would get the best possible angle for studying the skier's motion by taking them from the front. Only way was to slither down the hill backwards in front of Fahrner while aiming his camera. Bourdon reports that both he and camera are still in good working condition.

Another Bourdon production in seventeen-minute length is "The Man in the Red Flannel Suit"—strictly ski comedy, featuring Russ and Janet Spring, both members of the Sepp Ruschp

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B O G N E R

The Revolution in Stretch-Skipants



Warren Miller sneaks around slalom pole into his own film this season

school. The News Bureau of the Mount Mansfield Company has seven other magnetic sound or silent films available for rental.

Kid stuff

Fred Iselin this year offers a refreshing change from the usual training or technical film. This is "Little Skier's Big Day," an appealing twenty-two-minute, colorful story of one day in the life of a little girl skier at Aspen, Colo. Released by H. J. Heinz Company, which will make it available free to ski clubs, schools, colleges and other organizations, the film was photographed last winter by well-known skier-cameraman, Robert Murri. It takes little Susie Wirth, daughter of a mountaintop restaurant owner in Aspen, through a day of playing hookey from school on skis. As a result she gets to see a farcical costume race and meets her "two best friends," Iselin himself and Jean Tournier, one of the world's greatest stunt skiers. For Susie's benefit, Tournier and Iselin (who has trained leading ski teams both in Europe and the United States) go through their difficult repertoire of comedy stunts on skis. Finally they take her up the mountain on the lift and leave her to ski home as she declares, "This has been the most wonderful day of my life!"

In "Little Skier's Big Day" Iselin, a member of a pioneering ski family and son of Christoph Iselin, who founded the Swiss Ski Association, has turned out a refreshingly different type of film that combines a charming story with some fine demonstrations of expert skiing. Narration (Susie tells her own story) was written by Garth Williams, author and illustrator of children's books. Pleasing background music is the work of Joe Marsala, arranged by

*Perfect in every
stitch...*



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(FOR NON-SKIERS, TOO!) ON
COLUMBIA **LP RECORDS**

© "Columbia" **LP** Price is suggested list.



Jim Peterson. Information concerning the film may be obtained from Heinz Company's Film Department, Box 57, Pittsburgh 30, Pa.

Iselin is also featured in a new film sponsored by the Miller Brewing Co., Sports Promotion Department, Milwaukee, Wisc. Skiing is among the several sports covered in the film, which is well suited to general audiences as well as to skiers.

School days

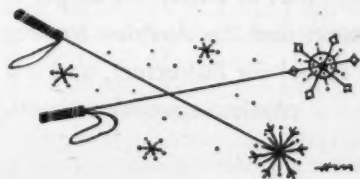
Sun Valley has enlarged its film repertoire this season with an outstanding packaged show by Dr. Frank Howard on the operation of the Sun Valley Ski School. Interesting for its technical demonstrations as well as first-class skiing, this film is a worthy addition to Howard's growing list of films on resorts. Clubs wishing to book this film—it's free—should contact Sun Valley Operations, Sun Valley, Ida.

"Ski Bugs"

Another resort film of note is "Ski Bugs," produced for Big Bromley by Manor Studios Inc., 299 Wolfs Lane, Pelham Manor, N. Y. (Inquiries should be directed to the studio.) Running somewhat over thirty minutes, the film tells the story of a nature boy gone wild on skis (this character portrayed by Dave Harwood), his capture by the ski patrol and eventual conversion from schuss-boomer to wedeln-artist. The film also features super-skiing by ski school mentor Neil Robinson, and by Olympic stars in the 1956 Orvis Trophy Race. Rental is \$5.00 per showing.

Smash hit

"Ernie McCulloch Teaches Skiing," the series of three short films featuring the well-known Mont Tremblant ski school head, undoubtedly ranks as the most successful instructional film ever made. And no wonder. It is intelligently filmed, organized, edited and narrated, and of course Ernie's demonstrations are crystal-clear and his skiing out of this world. Having already run through hundreds of performances, the copies now available are heavily booked for this season. For dates yet available, clubs should contact Storm Productions, 72 East Ave., Rochester 4, N. Y.



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an important article for good skiers:

HOW YOU CAN LEARN WEDELN

■ In the October issue of *SKI*, Brooks Dodge demonstrated the new technique of wedeln as it is actually practiced by good skiers on difficult terrain. The sequence photographs and accompanying text were prepared by the *SKI* magazine staff. Here, in collaboration with *SKI* editors, Austrian certified instructor Clemens Hutter sets forth a method by which competent skiers may learn the new technique. This method was first developed by the ski school at St. Anton and adopted by the Austrian Ski Instructors' Association. When it was demonstrated at the International Ski Instructors' Congress at Val d'Isère in the spring of 1955, it caused a sensation and was the hit of the convention. Subsequently a violent debate arose, which ended in most European instructors' groups adopting the technique into the advanced curriculum. The author, who is now completing his Ph.D. at Graz, has taught at St. Anton, Lebanon and the Austrian training school for instructors, and is a physical education expert.



PURE WEIGHT-SHIFT STEM CHRISTIE

1. Start in a traverse, weight on the lower ski, uphill ski ahead.
2. Stem with the uphill ski; as long as you keep your weight on the edged downhill ski, you will continue in the traverse.
3. Now shift your weight to the uphill ski; since the ski is longer in front of your foot than behind it, the tail slides sideways faster than the tip.
4. As you turn into the fall line, use your weight and left knee to put more pressure on the front part of the ski, letting the tail swing around even faster.
5. Moving the inside ski forward helps to increase resistance at the tips, even though the inside ski is unweighted.
6. The length of the turn is controlled completely by the amount of pressure on the front part of the lower ski; to shorten the radius of your turn, drop forward into the knees.
7. You can stop turning at any point by retreating from the forward position—thus diminishing resistance at the front of the ski—and edging the downhill ski.
8. Stem the uphill ski to start the next turn; and so on. The entire turn may be accomplished without rotation or any other device outside of the proper shifting of weight.

by CLEMENS MARIA HUTTER

PART 1: BOIL YOUR SKIING DOWN TO THE ABSOLUTE ESSENTIALS!

Skiing is rapidly becoming one of the most popular sports in the world. But unlike many other popular sports, it is still in the formative stage. Techniques get out of date faster, it seems, than last year's automobile models, and enormous progress is being made all the time.

The pace in skiing is set by the racers, who are the most skilled of skiers and who are under continuous pressure to ski more efficiently. In watching the top skiers of the world, we see that the differences insisted upon by the various national schools—Arlberg, French, Swiss, etc.—are really quite insignificant. We might call the technique of Pravda, Sailer, Eriksen, Spiss, Duvillard, Dodge, Molterer, Igaya or Sollander the universal technique for competition, subject to only slight personal modifications. The point is that this universal technique has un-

dergone important changes during the past ten years, and even during the past five years. It has become increasingly efficient. The common characteristic in the styles of the world's top skiers is the lack of superfluous motion. They have—they have *had* to, because of the competition against time—cut out everything from their skiing which is not absolutely essential. Today, the key to fast and beautiful skiing is economy of motion.

Should we, as ordinary good skiers, try to copy them exactly? No, certainly not. In addition to being the most expert of skiers, they are as athletes far superior to most of us; their extraordinary physical strength, agility, suppleness and swift reactions allow them to do things as a matter of course which we should not even attempt. Yet the basic elements of their technique, the effortless simplicity of it, may be adopted by all of us to our advantage. We can all learn wedeln—the characteristic style we immediately recognize in

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 - b. Finding small boy to do it for you; or
 - c. Going to your ski dealer and letting him do the job with his greater know-how and better equipment.*
- II. Re-New skis by:
 - a. Applying a base of tough thermo-setting GLAZITE (\$1.50—one coat lasts at least a season) to the bottom of the skis; then applying clear, thermo-setting GLAZITE FINISH (also \$1.50) as a beautiful plastic coating to the top and sides of the skis.**
 - b. This part of the job is so easy, small boy can be discarded.
 - c. If you are real lazy, let your dealer do it. Just be sure to specify GLAZITE and GLAZITE FINISH.
- III. Go out on the slopes and brag about the terrific ski bargain you got.

**Dealers: for latest information on better ways to remove old plastics and lacquers from skis, write for Bulletin D.*

***Do-it-yourselfers: for complete GLAZITE folder and instructions, write for Bulletin S.*

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GLAZITE

the way top racers ski a flush, for example. The only prerequisite is that we forget whatever else we may have learned for a while and cut our skiing down to the bare essentials.

To do this we must start at the beginning. I know perfectly well that you are advanced far beyond the snowplow turn, but that is the point at which we must begin. I want you to start out in a relaxed snowplow position, just as you see me in Figure 1. Put all your weight on the right ski, just as I am doing, with both knees—particularly the right knee which bears your weight—well bent. Without any other motion or manipulation of any sort, you find yourself turning to the left. In trying this experiment, lift up your inside ski occasionally, as I am doing in Figure 2, to be sure all your weight is on the outside ski. It is also a good idea to put your arms in fixation as I do in Figure 3, in order to convince yourself that your arms and shoulders have nothing whatsoever to do with it.



All you have to do in order to turn is to put all your weight on one ski.

How does it work? How can you turn without swinging your shoulder? The answer is so simple that it probably has never occurred to many of you. In a snowplow the skis brush over the snow along their entire length, more or less on their inside edges. Now, a ski is longer in front of the binding than behind it. The resistance of the snow is therefore greater in front of your foot than behind it, and the ski inevitably turns around this pivot point. The greater the difference in resistance between the front and rear of your ski, the tighter your turn. You can increase resistance in front of your binding simply by dropping forward into the knees a little more.

The same principle can be demonstrated in a sideslip. Slip very slowly down a slope, your skis perpendicular to the fall line. If you lean forward too far and put too much pressure on the front part of your skis, they will start to point uphill and you will start sliding

backwards. If, on the other hand, you sit back far enough, your skis will point downhill and you will take off down the slope—until you lean forward far enough to check this tendency. The only way you can keep sliding sideways down the hill is to keep your weight—and therefore the resistance of the snow—distributed evenly between the front and rear portions of your skis.

Once we understand this principle as it operates in a snowplow and a side-slip, we can make a "powerless" stem



christie, a christie without any work. This is depicted graphically in Diagram 1 at the start of this article. Start out in a good traverse position, as I do in Figure 4. In the



wedeln technique the proper traverse position is what we have started to call the "comma" position in Austria, because the body is bent around into the shape of a comma—the heavy upper body leaning down the hill, hips into the hill, legs trailing down the hill. In wedeln, you see, the



hips control edging even more than the knees do; to keep your skis properly edged during the traverse, your hips lean into the hill.



The next step in our "powerless" christie is to stem the uphill ski, in this case the left ski, and gradually put your weight on it, as I do in Figure 5. As soon as you put your weight on your left ski, you start to turn to the right; and the more pressure you put on the front part of the ski, the tighter your turn. In Figure 6, having put all my weight on the left ski, I am gradually pulling in the other ski parallel to it. (Actually it doesn't matter very much what I do with the inside ski during the turn, since all my weight is on the outside ski, and the turn is made entirely on one ski.) After sliding the skis together, I let them go and control the length of the turn through knee-pressure on the front part of the outside ski. Notice that as I wind up the turn, in Figure 7, my

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The Sporthotel Saanenmöser offers real Swiss hospitality: superb food . . . 100 comfortable rooms . . . a famous wine cellar . . . a great sunny terrace . . . a bar and dancing. Saanenmöser can be reached by car all winter long (just a few miles from Gstaad) and also by train (the highest station on the Montreux-Bernese Oberland railroad).

For information write: Sporthotel Saanenmöser, M.O.B., Switzerland

The "Ski-Funi" takes a load of skiers up the Hornberg ►



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body position is *almost* the exact counterpart of the comma position in Figure 4. With my hips into the slope and my skis edged, I am in a traverse again and ready to begin the next turn.

The basic factor in skiing, as we have seen, is the differential in the resistance of the snow to the front and rear parts of a sideslipping ski. Let's build on that basis.

PART 2: A METHODOICAL APPROACH TO WEDELN

1. Wedeln from a traverse. Start out in the comma-position traverse of Figure 4, weight on downhill ski, uphill ski forward, hips tucked into the hill. From this position, learn to push your heels

down the slope repeatedly during the traverse. Watch me in Figure 8. All it takes at slow speed is a little extra pressure on the front of your skis, a little less edging, and you are able to push your heels down the slope.



Rocking your weight back slightly, you resume the traverse. Doing this again and again on a fairly steep slope—twenty-five to thirty degrees is about right—you suddenly discover that as you push your heels down the hill, your shoulder is moving irresistibly in the opposite direction. In every other technique the shoulder is supposed to lead the turn or at least follow through in the direction of the swing; in wedeln the exact opposite is true. Moreover, the farther you push your heels, the more your shoulder counterrotates. This fact becomes perfectly clear if you

put your arms in fixation, as in Figure 9, because the poles behind your back unmistakably define the plane of your arms and shoulders.



This outward push of the heels, with its compensating hip motion and reverse shoulder, is the most important element to be mastered in the new technique. Practice it diligently in both directions, with skis held very close together.

2. Uphill turns. Carrying the traverse-wedeln exercise one step further, practice completing the uphill turn as you push your heels down the slope. Remember, forward pressure in the knees frees your heels for that downhill push and tightens up the turn. Practice in a

relaxed, upright position, without deliberate rotation. Start your traverse at a steeper and steeper angle till you can make these uphill turns out of the fall line, in both directions. Here there is a natural temptation to lift the heels in the turn, since this makes turning much easier. But let's practice without heel lift—which compensates for our lack of technique—and learn to do this wedeln turn the hard way.

3. Stem wedeln. Move to a fairly flat, smooth slope, about ten to fifteen de-

STEM WEDELN

1. In a snowplow, put all your weight on one ski.

2. Bring the un-weighted ski in parallel with the other.

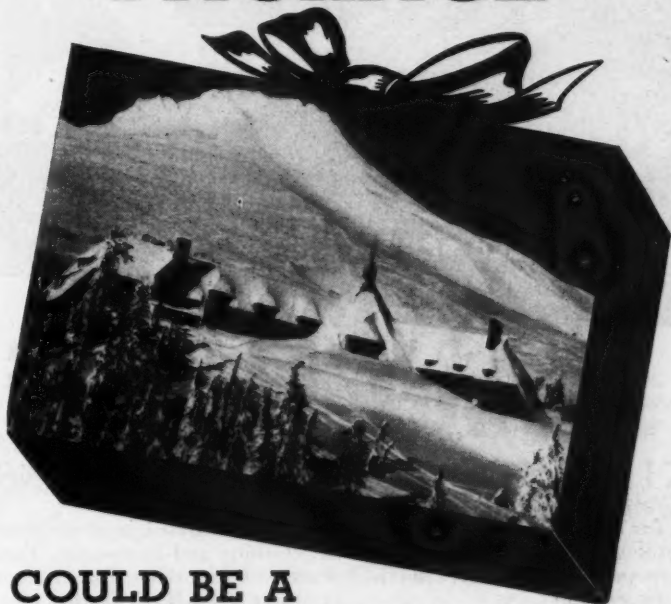
3. Counter - rotate and thrust your heels sideways.

4. Stem the un-weighted ski and put your weight on it.

5. Bring the other ski in parallel to it.

6. Counter - rotate and push your heels out; and so on.

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from one ski to the other, in a snowplow, as shown in the diagram. As you shift your weight completely on to either ski, combine this motion with the sideways thrust of the heel and counter-rotation, and at the same time lightly lift the unweighted ski in parallel to the other. Then step out again with the heel of the unweighted ski, put your weight on it, and complete the same maneuver in the opposite direction. And so forth. This rapid stepping-back-and-forth exercise is the key to wedeln, and also the first step in learning to be an expert deep-snow skier. Practice it on increasingly steep slopes, on bumpy terrain, in deep powder—always in the fall line—until you become quite proficient in these useful stem-wedeln turns.

4. Jump wedeln and edging. The next step toward wedeln is gradually to reduce the size of the snowplow in stem wedeln. But in order to perform series of linked wedeln turns with skis close together and parallel, we first must learn better control over edging and the precarious transition of the turn. In the slow stem christie we had plenty of time to switch from our left inside edges to our right inside edges, and also bring the inside ski forward. In swift wedeln turns, however, this must be done almost instantaneously. The best way to learn this is to practice jumping with the heels of your skis back and forth across the fall line while your tips stay on the snow. Start out on a flat slope, very slowly, in a steep traverse. Place the downhill pole in the snow below you and hop with the heels of your skis away from the pole in order to turn around the pole. The sideways push of the heels and counter-rotation are begun as the heels of the skis are in the air and completed as the inside edges settle on the snow and begin to grip. Then touch the snow with the other pole and hop around it in the same manner. The hop should be slight—barely high enough to clear the heels of the skis of the snow and to bring them across the fall line—and should become slighter as your proficiency increases. During this exercise your hands are always in front of you and you are continually facing down the hill. You will find that the need of changing edges instantaneously will bring your hips into play. The less noticeable the hop, the closer you are to wedeln. Another helpful exercise is to use the poles in combination with stem wedeln. The use of the poles is not necessary in wedeln, but is helpful to timing and useful in slalom, which you may want to try later on.

Continued ►



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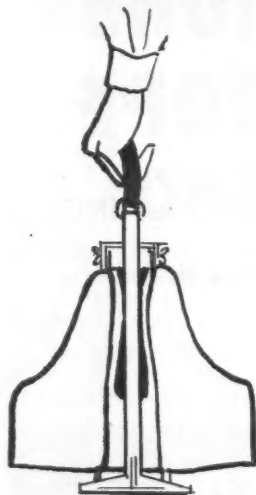
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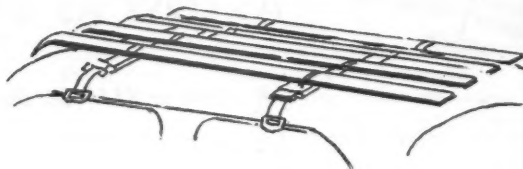
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PART 3: WEDELN

It is characteristic of the new technique that there seems to be no beginning or end to any one turn in a series of turns, but rather that wedeln in the fall line consists of one continuous, graceful wiggle down the hill. The skier is always in a turn, however slight, even when he appears to be moving straight ahead; it is essential that the skier maintain the continuous rhythm of the turns, even if



imperceptibly. In Figure 10 I am in the middle of a right turn. I began the turn around my right pole, by pushing around the heels of my skis, which I am keeping very flat. As you can see in Figure 11, the turn continues as long as I put pressure on the front part of the skis and keep counter-rotating the shoulders. At the same time my left arm is beginning to reach out. In Figure 12 I am completing the turn: my edges are biting harder, my right hand has crossed in front of my waist to assist the counter-rotating movement of the shoulders, and my left arm is fully extended, ready to plant the pole. From this position I am set to perform the next turn by changing edges, pushing the heels around and counter-rotating around my ski pole. Notice that I am facing directly down the hill at all times.



Mastering this technique is a matter of combining and perfecting the fundamentals you have learned thus far. It is easiest to start out on a gentle slope, preferably one that is slightly convex, because this will make it easier for you to learn to whip the heels of your skis back and forth. It is all right to lift the heels off the snow a bit at first, but don't let this become a habit. You'll catch on in a hurry!

Now, what is wedeln actually good for? In slalom racing, where it originated, wedeln has obvious advantages. Split into two countermoving halves, the body is able to work much quicker and maneuver faster through tight combinations of gates. There are of course

some peculiarities of slalom technique that distinguish it from normal wedeln—the sharp edging and extreme forward-inward position of the knees and hips occasioned by hard snow, for example, or the pronounced uplift of the outside arm at the start of a turn, which serves to free the heels for the push.

The same advantages apply on steep or bumpy terrain, where the heels of the skis are whipped farther away from the fall line, edging is extreme and rudes come into play. Wedeln also solves the problem of how to ski heavy deep snow, slush, light breakable crust—conditions that make skiing impossible for many skiers using conventional techniques. Once you master wedeln, you will see no point in skiing any other way. It is more efficient than any other method and works under all conditions. Furthermore, it is remarkably steady and safe. You will never have felt so “sure-footed” on skis as you will when you know wedeln. Wedeln on one ski,



13 as shown in Figure 13, is not hard to learn. Try this with full conventional rotation, though, and you'll likely as not find yourself lying full-length on the snow—if not on a stretcher or toboggan!

While waiting for that first snowfall, there are a couple of exercises you can do at home which will help you to coordinate your movements in learning wedeln later on during the season. First, stand on your toes, hands held in front of the chest. Practice swinging your shoulders and heels simultaneously in opposite directions. Second, draw a line on the floor and jump sideways across it, heels outward; or grasp the back of a chair and use this as a brace as you jump from side to side with increasing rapidity, always landing with both feet pointing in.

There is only one trouble with wedeln. After you have mastered the technique, you are liable to become a lazy skier. The temptation to wedeln effortlessly and gracefully down the easier runs, under the admiring glances of not-so-skilled onlookers, may well detain us from the more challenging tasks ahead. Believe me, there will always be a lot yet to learn. The challenge of increasingly difficult terrain, higher speeds, tougher snow conditions, and finally, the race against time in competition, should disturb our complacency and self-satisfaction and keep us busy during the rest of our skiing lives.

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DAVOS . . . St. Anton . . . Sestriere
. . . St. Moritz . . . Kitzbühel
. . . Gstaad . . . Val d'Isère: such
names are grist for the skier's imagination. What skier has not imagined himself sweeping down the Parsenn to Klosters or doing lazy turns in the deep powder of Kitzbühel's Steinbergkogel? What skier has not mentally winged across the Atlantic to enjoy a *glühwein* to the accompaniment of accordions and zithers? For most skiers these thoughts are the insubstantial stuff of dreams, but for ever-increasing numbers of Americans the dreams are coming true. The ravishingly beautiful young lady at Zürs who skis so gracefully in her Bogner pants may not be the Austrian countess of your dreams, but just the girl next door in Bridgeport; and the handsome ski-instructor type on the St. Moritz dance floor may well be whispering sweet nothings in a Texas drawl.

Let us assume that you decide to break your piggy bank and go skiing

in Europe. Where should you go? How much will it cost? Assuming you go by air there are certain basic transportation costs. Unfortunately, like everything else except hog prices, the cost has gone up. The basic round trip tourist fare New York/Zürich/New York is \$590.60 no matter what airline you travel on. However, if you want to complete your European ski holiday within a seventeen-day period (i.e., fifteen days in Europe and one day of travel each way), the cost for the same round trip ticket is \$493.60. This fifteen-day excursion ticket applies during the whole year, so skiers do not have to worry about what is on-season and what is off-season. Worth noting is the Family Plan, which is only effective between November 1 and March 31, and which may not be used in conjunction with the above-described fifteen-day excursion fare. The Family Plan allows the head of the family to fly for the basic round trip rate of \$590.60, while his wife and children (provided they accompany him) each pay only \$390.60. The fares outlined here are common to all airlines, and are fixed by international agreement.

The first thing to do in planning a ski trip to Europe is get in touch with one of the travel agencies which specialize in catering to skiers. A partial list of such agencies will be found on this page. Hotel space is often hard to get, but the top ski travel agents can usually get it for you. They will be able to advise you on what conducted tours are going to Europe, how to plan your own tour, what ski lift tickets cost and all the other questions that occur to skiers. And don't forget that the travel agent's services cost you nothing; he makes his money in commissions from the airlines, hotels, etc. Only rarely will he find it necessary to include a service charge.

With the help of your travel agent you can choose your airline and decide whether to go on one of the conducted ski tours or go by yourself. The con-

There are several excellent sources of European travel and resort information. Airlines and travel agencies listed below specialize in catering to skiers:

Austrian State Tourist Department
48 East 48th St., NYC

Swiss National Travel Office
10 West 49th St., NYC

KLM Royal Dutch Airlines, Ski Club H.Q.
430 Park Avenue, NYC

Lufthansa German Airlines
555 Fifth Ave., NYC

Pan American World Airways
P.O. Box 1111, New York 17, NY
Scandinavian Airlines System
638 Fifth Ave., NYC

Swissair (Dept. SM)
10 West 49th St., NYC

Trans World Airlines
44 School St., Boston, Mass.

Clara Laughlin Travel Services
667 Madison Ave., NYC and
520 N. Michigan Ave., Chicago 11

General Tours, Dept. SKI
595 Madison Ave., NYC

Viking Tourist Bureau Inc.
270 Park Ave., NYC

Viking World Travel Service
145 East 49th St., NYC

The Travelcade
120 South LaSalle, Chicago 3

Geo. B. Geramoni Travel Service
131 Market St., San Francisco 11

ducted tour has many advantages. Your tour leader will be a skier who knows the resorts he leads you to, and who will look after all the annoying details connected with travel. On the other hand, you can also have a detail-free ski vacation by using the independent tours offered by travel agents. One such system has been worked out by the Viking World Travel Service. From a list of about fourteen ski resorts—and different hotels in each resort—you can build your own itinerary and budget for it exactly, inasmuch as room, board and lift tickets are included in the rates quoted for these "Powder Snow Packages."

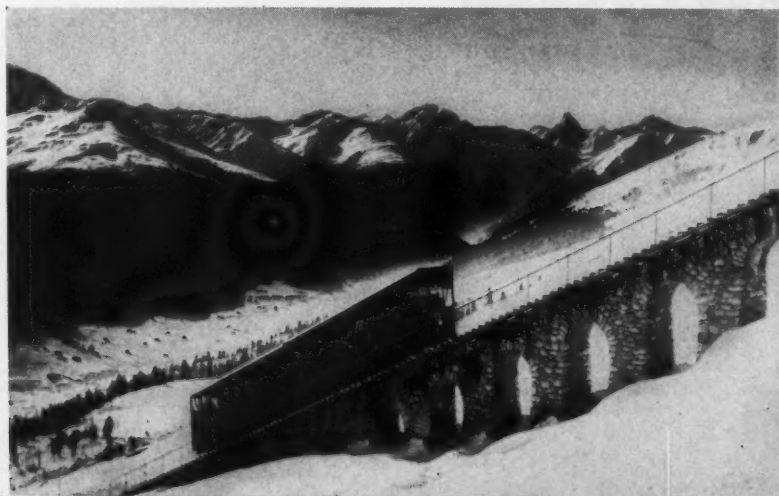
Returning to conducted tours, there are several of the most experienced tour leaders absent from the ranks this year. To mention two, neither Warren Miller nor John Jay will be leading conducted tours this winter (the former will probably be in Europe shooting some more footage, and the Jays will be filming in Russia among other spots). Many of the veteran tour leaders are back, however, including Frank and Muriel Scofield, who will be leading their seventh annual group to Europe via Swissair. Special interest groups seem to be forming this year. For instance, Fred Latham will concentrate on corralling some skiing Texans to go skiing in Europe with him. They also will fly Swissair. Midwestern skiers are being urged to join the *Midwest Skier* tour which will fly KLM. Perhaps the most unusual is the Physicians' Ski Tour, dreamed up by Steve Lohr, genial dean of ski tour operators. It just so happens that there is a medical convention at Davos in March, and skiing MD's can combine business with pleasure. Another novel idea is being

pushed by Viking Tourist Bureau; they say that perhaps *you* can lead a ski tour, and if, with Viking's help, you get enough skiers to go over with you, your trip will be free.

The airlines which specialize in catering to skiers are going to great lengths to get skiers in the mood for their Alpine ski vacations. KLM, for instance, which pioneered ski trips to Europe, plans to serve *glühwein* as an atmosphere-builder, and will also provide skiers with a handy and concentrated "Skiers' Guide to Europe." SAS, with its exciting transpolar flight, will be especially attractive to western skiers.

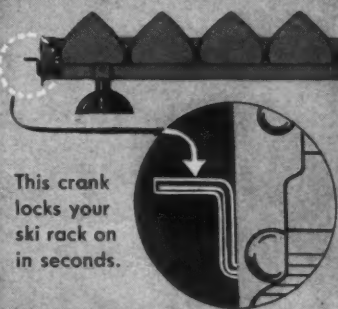
When should you go skiing in Europe? Here again, if you are not already a veteran of European skiing, the best idea is to take the advice of one of the travel agencies which know the business. A point to remember is that February is a very popular month. Not only will the natives of the Alpine countries be skiing then, but also crowds of English, Germans, French, Belgians and so forth—to say nothing of Americans. This means a very gay international life, but it also means that accommodations are scarce, and waiting for lifts can be tedious. Don't ignore the possibilities of January skiing. Snow conditions are usually superb, and rates—especially in Austria—are considerably lower. Also, don't overlook spring skiing. March skiing gives you long days, lots of sun and beautiful spring snow. April in the higher resorts is the same, only more so.

Where should you go? This is so much a matter of taste that specific advice is almost meaningless. Switzerland alone, which is less than half the size of Maine, has over a hundred



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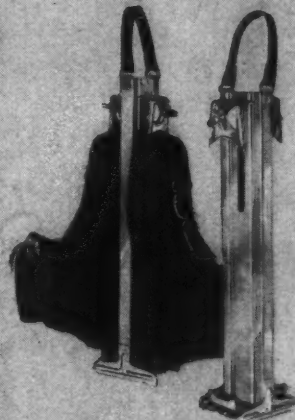
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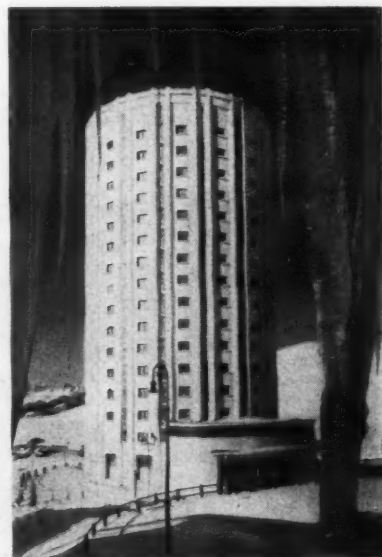
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major ski resorts and in the neighborhood of 275 lifts. The ski regions of Austria offer the same dazzling concentration. In the face of this it is important not to try to ski at too many places. You can easily lose a day's skiing by trying to go from Davos to St. Moritz even though the map will show they are less than thirty air miles apart. The best idea is to pick two or three of the justly famous ski areas such as St. Moritz, Gstaad, Arosa, Davos or Klosters in Switzerland; St. Anton, Züers, Kitzbühel or Salzburg in Austria; Sestriere, Cortina or Cervinia in Italy; Val d'Isère, Chamonix or Mégève in France; Garmisch in Germany. From any one of these you can make day expeditions to nearby resorts. For instance, when staying at Davos you can ski for a day at Lenzerheide; when at Gstaad you can make an outing to Grindelwald, Wengen or Mürren; when at St. Anton you can try the slopes at Schruns or Gargellen. The possibilities are limitless.

When you get over there, look around for smaller, less-known resorts, many of which you may want to revisit for a longer stay. Such a spot might be Saanenmöser, just around the mountain from Gstaad: the prices are low, and the skiing and hospitality are superb. In Austria too you can find countless off-beat resorts, generally speaking known only to the cognoscenti.

To increase your mobility in the Alps you may want to rent a car. The Swissways Drive-Yourself Service is both well organized and reasonable. Fourteen days' use of an Opel car (equipped with snow tires, chains, ski



Duchi d'Aosta, one of fabulous "silo" hotels at Sestriere, top Italian resort

SKI, NOVEMBER, 1956

rack, etc.), including 700 miles of driving, all car insurance and international car documents, costs only \$120.00. Divided, for instance, three ways, the rate is low, and you can visit many more ski areas with no schedule inconveniences.

There is a wealth of literature available to the skier who is interested in European skiing—how to go and where to go. All the sources listed on this page will help you, as will your ski travel agent. For complete and detailed information there is a new book edited by Roland Palmedo called *Ski New Horizons*. This covers ski areas all over the world, and is available now (until December 1) at pre-publication cost of \$3.00. (Copies can be ordered by writing *Ski New Horizons*, Dept. 139, Box 1111, New York 17.) If you get all the above mentioned literature and advice and study it carefully you can set up your own travel agency and advise others on European skiing. That way you can get your travel agent's reduced rate. However you get there, you will not be disappointed, and will join that happy breed of international skiers.

—DHR

SKIING???? . . . or: THIS SHOULD BE A WAY OF LIFE???

IF SKIING is "A Way of Life" It also alienates the wife Who often weeps into her beer Because of having wed a skier.

The few times that she comes along To breathe the pungent winter air, She is assailed by language strong From husband dear who has no care.

While she concerns herself, (and chiefly) With wiping noses juvenile, HER skiing is reduced to briefly Glancing the downhill, mother-style.

Unpacking and/or feeding lunches, Retrieving lost or broken poles, With frozen hands, and semi-conscious Scraping the ice from kiddies' soles.

At last she snaps shut her own binding In hopes her skiing will be fine. And while she's mentally unwinding She steps into the chairlift line.

Her husband's nowhere to be seen . . . He only skis with the Kanonen; While she is not so very keen On fracturing her dainty bonen.

Now it's HER turn to mount a chair. . . It's four o'clock! The slopes are bare— The lift has stopped, to her dismay! A

mother's
end
to
a
perfect
day.

—RUTH LERT

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by SLALOM

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see Warren Miller's film
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JIM PARKER: a very special person

BY JOHN JAY

THE SKI WORLD lost a much-loved person this summer in a tragic accident. Running the unexplored gorges of the Indus River in northern Pakistan, a Cinerama camera boat overturned, hurling its seven-man crew into vicious rapids. After a desperate struggle six managed to save their lives. The body of one man was never found. It was that of Jim Parker of Aspen, Colo., who was playing a role in the story that the expedition was filming.

In his broadcast last July 23, Lowell Thomas paid tribute to Jim as he gave the world the meager details:

"They had gone into this unexplored river at Gilgit, launching their craft in the Hunza, one of the tributaries that lead into the Indus. The tragedy apparently occurred at the foot of Nanga Parbat, one of the world's highest mountains, called the "killer mountain" because so many mountaineers lost their lives trying to conquer it. Those in the boat: Film Director Otto Lang; Bus and Don Hatch, famous Colorado river experts; Jack Priestly and Mike Zingale, cameramen; two other technicians, Pete Passos and Jack Wallace, and Jim Parker. Only Jim lost."

"Jim was the son of a noted American family," Lowell Thomas continued. "His father, Carleton H. Parker, economist; his mother, Cornelia Stratton Parker, author and lecturer. Jim himself was a man of many talents—writer, cartoonist, athlete. He had been an actor and a teacher, but he had

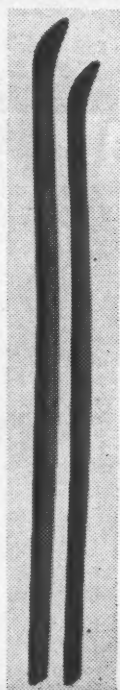
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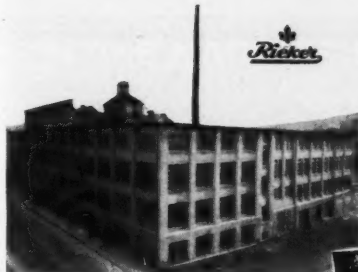
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SOLE IMPORTER OF RIEKER BOOTS:

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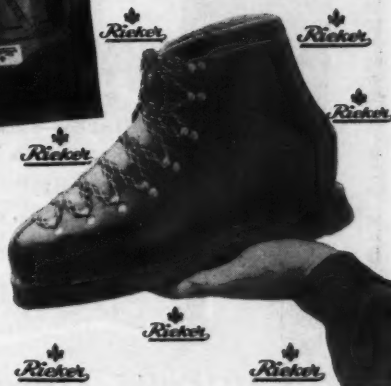
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abandoned all that for a career devoted principally to the world of winter sports—a world in which he was known far and wide. Along with Otto Lang, he was the first to introduce recreational skiing and ski schools in the Pacific northwest, at Mt. Baker, Mt. Hood and Mt. Rainier. It was from Aspen, Colorado that he flew to Asia to join this expedition to the Himalayas."

A graduate of the University of Wisconsin in 1932, Jim was one of those rare persons, a truly natural athlete, but skiing was his greatest love. I first met him in Woodstock, Vt., where he had built one of the earliest ski tows in America in 1934. Blessed with a mechanical knack that was the envy of all who knew him, Parker traveled across the country's snow belt like a modern Johnny Appleseed, and ski tows sprang up wherever he tarried. The Williams College tow he installed is still in good operating condition after twenty years. In fact it even seems to have outlasted the winter climate.

When he was called from Aspen this June for his ill-fated trip, Jim was neck-deep in the contracting business. Last winter he had joined the Aspen Ski School, and in a single season became one of the most popular instructors they ever had. He was very happy there, having finally found the combination of life he loved. "This is a country of brilliant weather," he wrote, "great peaks of many colors, fishing, climbing—but no letter writing." The fact he wrote at all was momentous. He was too busy living.

Jim was never born to punch a time clock, and he was the first to admit it. Desk-work, schedules, appointments—all filled him with frustration. The great outdoors was his world, and he loved it; when Jim exclaimed, "What a day!" he really meant it. Yet he knew the finer things in life; he was as much at ease at a New York dinner party as on a Vermont hillside. He loved good books, music, conversation, and was equally expert at making a French sauce or a tossed salad. Jim could hold his own on any subject and spoke several languages fluently. His wit was reminiscent of Will Rogers—gentle but devastating. His acting was good enough to earn him a place with the Theatre Guild. He was an excellent school teacher, and he skied like a dream. But somehow he never found the right combination until he went to Aspen, and it is doubly sad his career should have halted just as it was getting under way.

Continued ►

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\$49.95 Hand crafted throughout, action cut, heavy chrome tanned leather.

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built into TYROL'S new hinged
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At exclusive sport shops or write for
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Blessed with a radiant disposition, Jim loved people and abhorred details. Once he walked into a Times Square haberdashery with an afternoon to kill between theater rehearsals. Spotting some atrocious neckties in the window, Jim asked how they were selling. "Terrible," was the frank reply. "Mind if I try?" said Jim, and in two hours had disposed of the entire stock. Then he walked out, forgetting to collect his commission from the goggle-eyed proprietor. Another time, at the Winter Sports Show in Madison Square Garden, he bet a renowned Norwegian skier that he could outjump him, borrowed a pair of skis, and went off the indoor slide in a business suit—to win the bet, the meet, and an armful of cash prizes, which launched his professional career. Perhaps the most typical episode was his brief job interview with a successful banking tycoon, a friend of his family. After the executive had spent half an hour outlining in detail the increasing duties and responsibilities in each upward rung of the banking ladder, he finished triumphantly with "and finally you get to *my* job, where you can just say *Yes* or *No*." Jim looked at him with loving blue eyes and commented, "How boring." Yet when his brother's wire factory was strike-bound, it was Jim who defied pickets to work long weeks on the assembly line shift, a job he detested, until the crisis was over.

One of his last letters came from Kashmir. He had fallen in love with the soaring peaks and savage grandeur of this remote land; Nanga Parbat he had adopted as his personal mountain. "Your letter was delivered to our tent colony," he wrote, "10,000 feet up overlooking the great valley of Kashmir and 26,500-foot Nanga Parbat, at 5:30 this morning. We rise early in Cinerama. . . . This was Gulmarg, where the British skied in the old days, an impressive slope rising to 14,000 feet. The mountains here are twice as high as any mountain should be. I skied what was left of the snow, a ravine about double the length of Hillman's Highway. What a relief from Katmandu (100°) and Delhi (115°).

"I expected this to be a reasonably short encounter with the outside world, but now I am an actor in Cinerama, or public property. I miss Aspen and am still looking forward to the 1957 season. P.S. We hope to shoot some fold-boat shots on the upper Indus next week."

He never came back. But those of us who were privileged to know this genial, unselfish character will always remember him. He was truly one of God's very special people.

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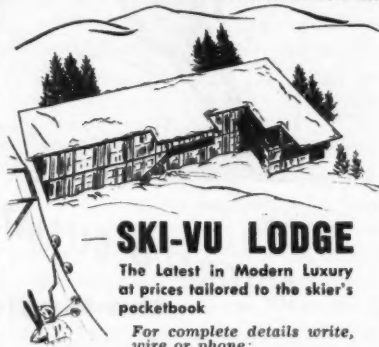
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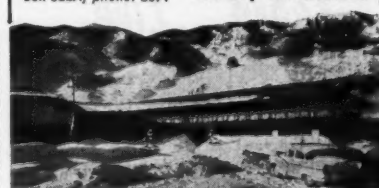
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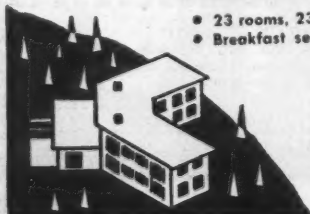
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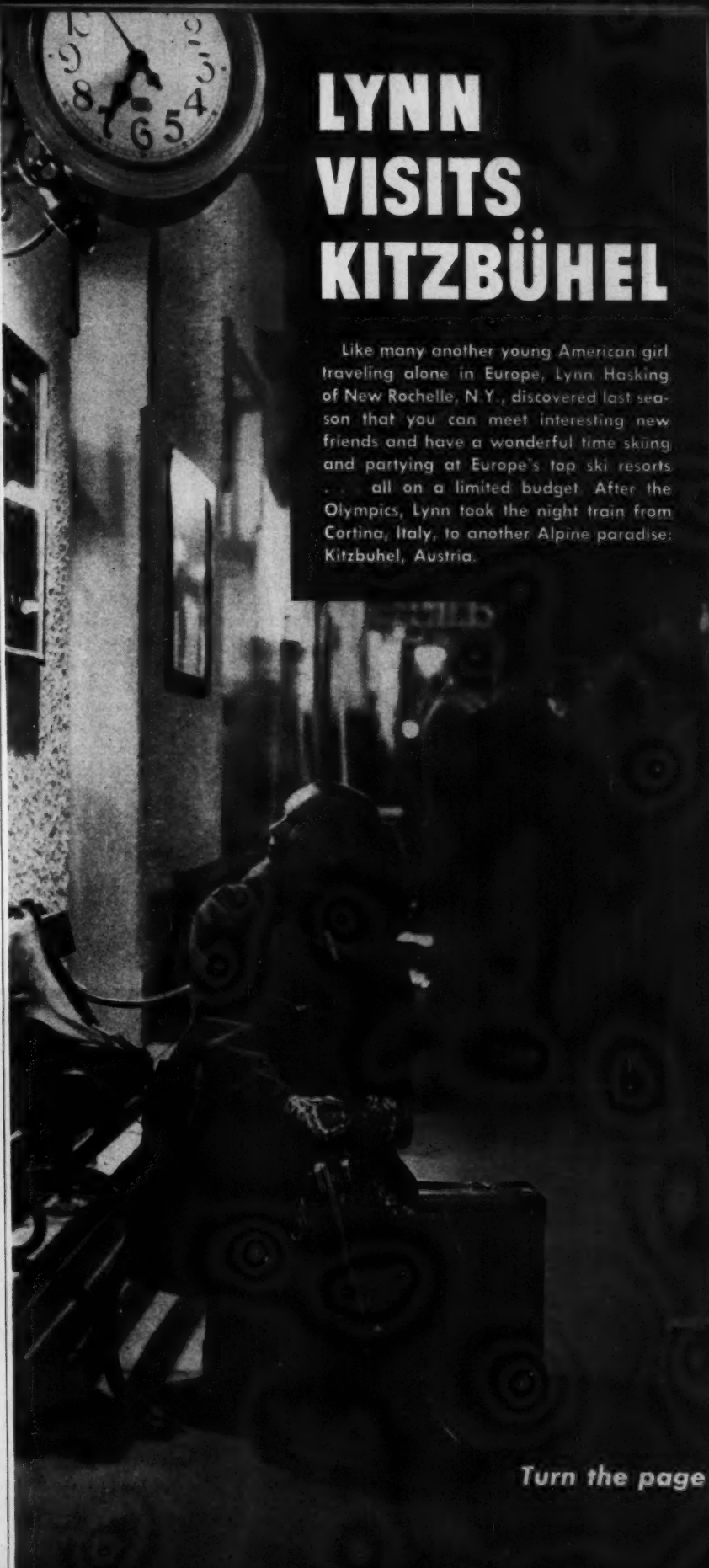
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Send for free folder "S"

LYNN VISITS KITZBÜHEL

Like many another young American girl traveling alone in Europe, Lynn Hasking of New Rochelle, N.Y., discovered last season that you can meet interesting new friends and have a wonderful time skiing and partying at Europe's top ski resorts . . . all on a limited budget. After the Olympics, Lynn took the night train from Cortina, Italy, to another Alpine paradise: Kitzbuhel, Austria.



Turn the page



LYNN VISITS KITZBUEHEL . . .

1. Between resorts Lynn traveled third-class to save money. The coaches, she found, were often more comfortable than American trains. 2. "Going skiing?" a new acquaintance asks upon her arrival. "Sorry, I have to unpack first." 3. Lynn can hardly wait to try some of that new powder. At one of many Kitzbühel pensions, she and roommate Elizabeth Buell of Lake Forest, Ill. paid total of only \$25.00 a week for room and breakfast. 4. With skis, a walk through the picturesque town could be disconcerting at times. 5. Off to the T-bar and some wonderful skiing. Lynn and Liz enjoyed many free rides on this and other lifts, thanks to departing skiers who left unused tickets.

6. At a pre-Lenten carnival, the girls try to identify the ski instructor behind the mask. 7. Tea dances are a usual after-skiing activity in Europe's resorts. 8. At a beer stube after dinner, Lynn hides behind a liter stein. 9. Through the Paris Tribune classified column, Lynn found a job as an English teacher to help finance her trip.





Photographs by
HANSON
CARROLL



WARREN MILLER "have skis, will travel."

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Lodge, Vancouver, B.C. and Wilmot, Wisconsin.

SCHEDULE 1954-57

OCTOBER

- 16 - Salt Lake City, Utah (State Hi Audi)
- 18 - Stamford, Conn. (Civic Audi)
- 20 - Colorado Springs, Colo. (Purkins Hall)
- 21, 22 - Denver, Colo. (Phipps Audi)
- 23 - Salt Lake City, Utah (State Hi Audi)
- 25 - Reno, Nevada (State Hotel)
- 26 - Davisville, Calif. (Walnut Creek Country Club)
- 28 - Bend, Oregon (Hi School Audi)
- 29 - Eugene, Oregon (Hessavelt Jr. Hi)
- 30 - Corvallis, Oregon (O.S.C. Audi)

NOVEMBER

- 1 - Spokane, Wash. (Civic Audi)
- 3 - Yakima, Wash. (Yakima Hi Audi)
- 4 - Wenatchee, Wash. (Wenatchee J.C. Audi)
- 5 - Bellingham, Wash. (Bellingham Hi Audi)
- 7 - Vancouver, B.C. (Phipps Audi)
- 9, 10, 11 - Seattle, Wash. (Empire Audi)
- 12 - Portland, Ore. (Hessavelt Jr. Hi Audi)
- 14 - San Francisco, Calif. (Hessavelt Jr. Hi Audi)
- 15, 16, 17, 18 - Los Angeles, Calif. (Wilshire Shell Th'r)
- 19 - San Diego, Calif. (San Diego Hi)
- 23 - Ogden, Utah (South Hi Audi)
- 25 - Syracuse, N.Y. (Civic Audi)
- 26 - Rochester, N.Y. (Garman Club Audi)
- 27 - Garden City, N.Y. (Garden City Hi Audi)
- 28 - Detroit, Mich. (Detroit Inst of Arts)
- 29 - Troy, N.Y. (Civic Audi)
- 30 - Worcester, Mass. (Worcesters Hall)

DECEMBER

- 1 - Pittsfield, Mass. (Berkshire Museum - Mat & Eva)
- 2 - Hanover, N.H. (Dartmouth)
- 3 - St. Paul, Minn. (Civic Audi)
- 5 - Fitchburg, Mass. (Fitchburg Hi Audi)
- 6 - Hartford, Conn. (Berkshire Memorial)
- 7 - Cambridge, Mass. (Cambridge Latin Hi)
- 8 - Lynn, Mass. (Civic Audi)
- 9 - New London, N.H. (Hi School Audi)
- 11 - Philadelphia, Pa. (Tavern Hall)
- 12 - Duluth, Minn. (Washington Jr Hi Audi)
- 13 - Wauson, Wis. (Hi School Audi)
- 14 - Traverse City, Mich. (Hi School Audi)
- 15 - Lake Forest, Ill. (Lake Forest Hi Audi)
- 17 - Idaho Falls, Idaho (Civic Audi)
- 18 - Fresno, Calif. (Junior College Audi)
- 20 - Yosemite, Calif. (Yosemite Pavilion)
- 29, 30 - Sun Valley, Idaho (Opera House)

JANUARY

- 3 - Boise, Idaho (Hi School Audi)
- 5 - Truckee, Calif. (Hi School Audi)
- 7 - Marysville, Calif. (Marysville Hi Audi)
- 8 - Palo Alto, Calif. (Belmont Theatre)
- 9 - Carmel, Calif. (Grammar School Audi)
- 10 - Bakersfield, Calif. (Hi School Audi)
- 11 - San Gabriel, Calif. (Mission Playhouse)
- 14 - Santa Ana, Calif. (Santa Ana Hi Audi)
- 15 - Long Beach, Calif. (Lakewood Country Club)
- 16 - Redondo Beach, Calif. (Redondo Hi Audi)
- 17 - Dallas, Texas. (Civic Audi)
- 19 - Ligonier, Pa. (Ligonier Hi Audi)
- 21 - Milwaukee, Wis. (Shorewood Audi)
- 22 - Chicago, Ill. (Lara Tech Hi Audi)
- 23 - Buffalo, N.Y. (Kleinham Music Hall)
- 24 - Gross Point, Mich. (Detroit Country Club)
- 26 - Cadillac, Mich. (Cadillac Armory)
- 27 - Bayre City, Mich. (Bayre City Theatre)
- 29 - North Adams, Mass. (Drury Theatre)
- 30 - Melrose, Mass. (Melrose Hi Audi)
- 31 - Quincy, Mass. (Quincy Hi Audi)

FEBRUARY

- 2 - Lake Placid, N.Y. (Lake Placid Club)
- 5, 6 - Banff, Canada (West Hi Audi)
- 8 - Portland, Maine (Portland Hi Audi)
- 12 - Boston, Mass. (U. of Mass. Audi)
- 13 - Boston, Mass. (Harvard Club)
- 14 - Ann Arbor, Mich. (Hi School Audi)
- 15 - Boulder, Colo. (Moosey Audi)
- 16 - Aspen, Colo. (Whitaker Opera House)
- 18 - Palo Alto, Calif. (Stanford Univ)
- 19 - Ontario, Calif. (Stanford Univ)
- 20 - Whittier, Calif. (Whittier Hi Audi)

MARCH

- 4, 5 - St. Anton, Austria
- 6 - Zerm, Austria
- 9, 10 - Davos, Switzerland
- 12 - Klosters, Switzerland
- 14 - Courchevel, France

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amazing Marjorie Benedikter

a profile of
*America's leading
ski fashion
designer*

THE FIRST impression upon meeting Marjorie Benedikter is one of extreme femininity. Her heart-shaped face, with its high cheekbones, reminds one of Claudette Colbert. Her lively blue eyes look out upon the world in constant curiosity to see more, learn more, absorb more. A tangle of blond curls bobs up and down as she talks animatedly, in a warm, well-modulated voice, about her multiplicity of endeavours and interests. Her dress mirrors her views on fashion design: classical, well-tailored, yet not austere but softly feminine.

Outward appearances rarely tell the whole story—and certainly not in the case of the woman who is America's leading ski fashion designer. For in the case of Marjorie Benedikter, the velvet glove hides a fist of steel, and iron will of amazing toughness, an ambition and fighting spirit that has won out over almost incredible obstacles and accidents.

Perhaps the stork had his signals crossed when he delivered little Marjorie to the big MacDonald-Crawford family at their ranch just outside San Antonio, Texas. With seven boys and only two girls, Marjorie should have helped to balance out the distaff side of the family but, unlike her sisters, she showed a strong penchant for masculine endeavours from her early days. In this she was influenced not only by the sports-mindedness of her father but also by the character of her mother, a remarkable woman who, at the age of seventy-five, is still a respected physicist. Marjorie always was "one of the boys," fishing, riding and hunting with her seven brothers. One of her greatest childhood thrills was when, at the age of twelve, she finally "qualified" to go

with her father and brothers on a big-game hunting trip into the wilds of Canada and Alaska. Another sport in which she kept right up with her brothers was polo. But polo also brought Marjorie up against the kind of obstacle she has had to conquer repeatedly during her life; during one match a horse fell on her, leaving her with severe injuries which only a regimen of physical rehabilitation helped to overcome.

Of course, Marjorie's education did not consist entirely of fishing, riding and hunting. She attended private and finishing school, adding a veneer of ladylike graces to the solid core of character built through her tough outdoor life. From there, she went through two years of fashion study and tailoring apprenticeship, graduating into work as an assistant designer and also as "ghost" for several name designers.

Perhaps a preoccupation with fashion seems incongruous for a person of Marjorie Benedikter's tomboy background. Yet, on closer thought, it is a very logical development. For the fashion field demands a combination of creative and executive temperament with feminine flair. And Marjorie, though she might excel many men at masculine sports, is very feminine, with feminine interests and occupations. She likes to sew, an obvious first step into the fashion field. And she gives the lie to the popular misconception of the career girl who can't boil an egg; Marjorie loves to cook and bake, even to the point of making her own bread whenever possible.

Though fashion design for many years occupied the center of the stage for Marjorie, she still found time to add to her numerous other accomplishments.

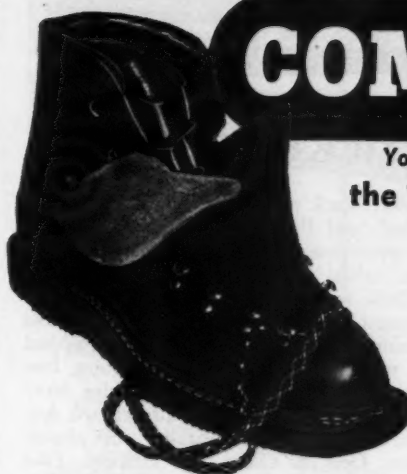


Flying was a natural for her, and her first solo flight was duly added to the select list of memorable events in her life. But if flying was a natural for Marjorie, Marjorie also was a natural for flying. As in everything else that she takes up, she quickly rose beyond the ranks of dilettantism, became a really accomplished pilot, and ferried many a plane across the ocean during the war. Her connection with flying has never ceased, and today she is married to a professional flier, Captain Robert Bailey, command pilot, USAF.

It was to be expected that a sports-woman like Marjorie should eventually take up skiing. The year Sun Valley opened marked a milestone in the growth of the sport in the United States; it also was the year in which Marjorie and skiing discovered each other. As with other sports, she picked up the new skill quickly and efficiently. Without attempting to reach the top rank of racers, she became a very good all-around skier—always stylish, even in her technique—and starred in one of Dr. Frank Howard's early ski movies. She also met and married one of the first and best Austrian ski teachers in this country, Sepp Benedikter.

It was in Sun Valley that she drifted—an almost foregone conclusion—into ski fashion designing. American ski wear at that time was, to put it mildly, starkly utilitarian. All it had to do was to offer the wearer a modicum of protection against the elements. Whatever styling there was leaned heavily on European ski clothes (which weren't much to brag about either), or consisted in adding some saccharine Tyrolean doodads to otherwise innocuous garments. Marjorie made a pair of ski pants for Sepp that looked good and

SKI, NOVEMBER, 1956



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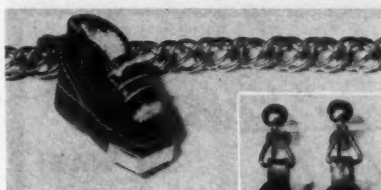
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were good to ski in. The other ski instructors clamored for the same. So did the Sun Valley guests. And the Marjorie Benedikter label of ski wear was born.

Ever since, Marjorie Benedikter ski clothes have played an important role in American ski fashions. Though produced at a variety of places, and through a variety of factories, they bear Marjorie's unmistakable stamp. In fact, she is almost the only native designer of ski clothes that are not just derivative but that have enough individuality and distinction to be automatically associated with the designer's name. Her use of V-shaped cuts and ornamentation, emphasizing wide shoulders and narrow waists, combined with her sharply tapering pants, for years put the Benedikter silhouette at the head of the fashion parade. Her early adoption of pastel colors, her unique use of heavy knit accents and finely embroidered flower patterns, produced a style that, despite its practicality, was flatteringly feminine. Today she produces her own line for only a few select shops, but her influence is already beginning to show in the fashions of White Stag whom she joined last year as a designer for summer wear as well as part of the ski line.

Though Sepp's and her ways later parted, Marjorie never gave up her skiing name or her interest in skiing. In fact, to her many-sided activities she added that of ski area operator. Her Moon Valley ski area, outside St. Paul-Minneapolis, is no Parsenn, yet it has given Twin City skiers a lot of fun and a fine place to limber up their turns before taking off for the big mountains.

On July 30, 1951, Marjorie Benedikter suffered an accident that almost cut off her skiing career—and her life. She had been in serious accidents before: her spill in polo, a bad car smash-up, plus various smaller sprains, breaks and aches. But this one was so totally unexpected, so freakish, as to be almost unbelievable. Marjorie had just flown from New York to Minneapolis and had taken a taxi home. Three blocks from her house a tornado struck, picked up the cab (the driver was thrown clear), hurled it into a housetop, then bowled it along the street for two blocks, with Marjorie inside all the while. The cab was completely demolished, and Marjorie close to it. Her back was injured so she could not hold up her head without support for several months. Her ribs were broken and she was bruised from head to toe. But the worst was her left foot which had been smashed so completely out of shape

that it was as wide as it was long. The surgeons thought it should be amputated, but Marjorie fought with unbelievable tenacity to save it. Rather the excruciating pains of repeated operations, of months of exercises to rebuild it, of years of hobbling on a cane. But Marjorie won the fight to save her foot and today only the presence of a sensible-looking orthopedic shoe, rather than some femininely foolish frippery of strings and cardboard, testifies to months of agony and courage.

And, best of all, Marjorie skis again! Four years after her accident she once again stood upon her beloved skis, thanks to the help of an old friend—Karl Molitor. For it took "Moli's" great knowledge and skill to build a pair of special boots for Marjorie which enable her to ski downhill though all the weight must be carried on the heel of the foot.

There is a silver lining to Marjorie's particular cloud: her special Molitor boots permit of no correction to offset the side pressure created in stemming, and so she is forced, willy-nilly, to ski only elegantly parallel.

Thus, with designing for White Stag and for herself, with running her ski area at Moon Valley, and with skiing again just for the fun of it, Marjorie is well occupied. Besides that, she has her sports—fishing, hunting, golfing—in fact, she loves *all* sports. And, just to make sure that her "spare time" is not wasted, Marjorie has a few other hobbies. Such as playing the organ (she owns a very lovely instrument). Such as oil painting (she considers herself poor but enjoys it tremendously nevertheless). Such as photography (she is an expert photographer and one of the few persons in the United States who knows how to pose and take a good ski fashion picture).

What of her future plans? To continue designing until she can afford to retire to a home in the mountains where she can peacefully pursue her sports and hobbies. That, at least, is Marjorie's claim. Those who know her well—who know of her weakness for always taking on too many jobs, for always being fifteen minutes late while she pants from one activity to the next—just laugh at the idea of a "retired" Marjorie. And Marjorie herself has left a little escape hatch. "Of course," she says, "I shall want to carry on as an occasional free-lance designer." With this excuse, coupled to her love for skiing and all that goes with it, American skiers can count on hearing for many more years from indomitable Marjorie Benedikter.

—WOLFGANG LERT

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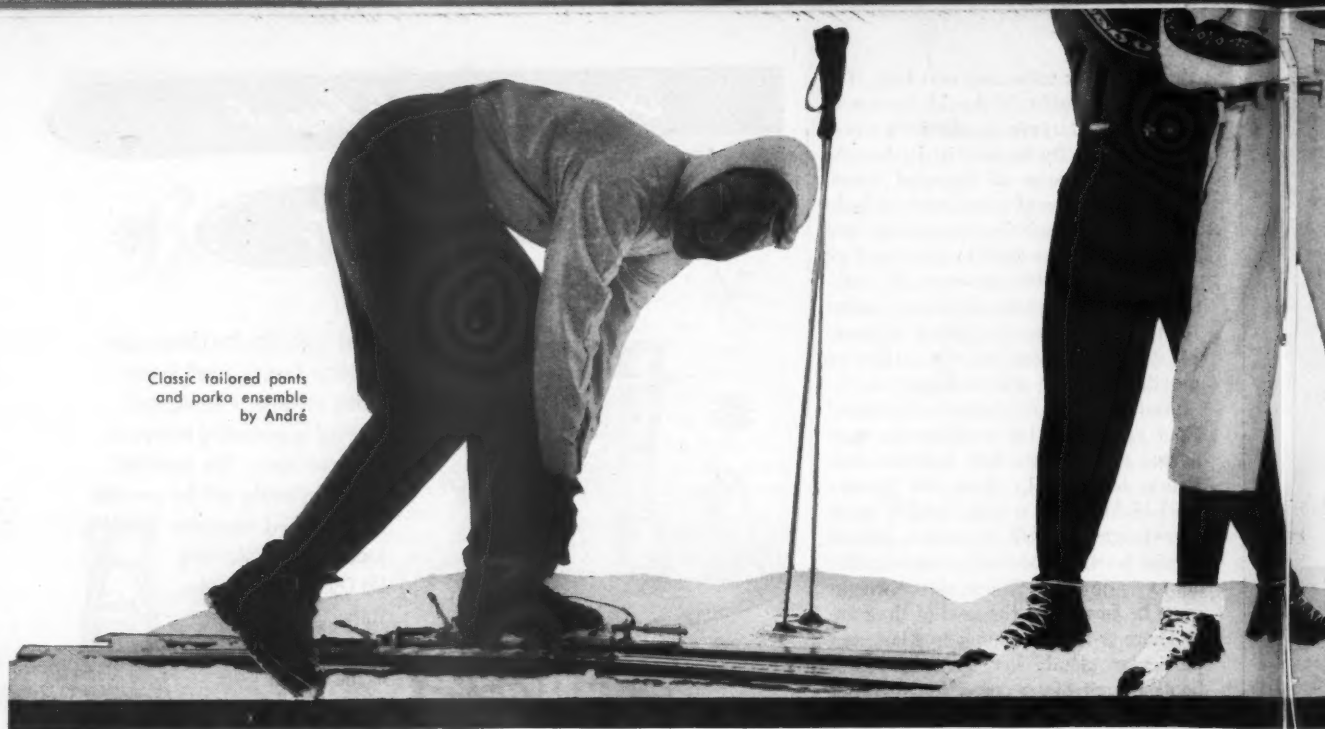
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HOW TO DRESS FOR

It's easy to dress right for skiing. Certainly, you can't go far wrong if you follow the famous names on these and the following two pages. After choosing warm—but not stuffy—long underwear as the basic layer, your next step is to acquire trousers. These should be of the instructors' type, tailored either of gabardine or an elastic material. Be sure your pants fit snugly in the crotch; if they don't, they may split at this point under the ordinary stresses of skiing. Skiers' sweaters and

MARJORIE BENEDIKTER'S NEW CREATIONS

Interesting features of White Stag designs by Marjorie Benedikter:

- Left, strong knit accents, such as the front yoke on this model
- Center, bold contrast in design elements, colors and fabrics
- Right, lightweight quilted nylon for warmth, reversible to unquilted



A choice of knickers
and instructors' trousers
by Edelweiss

Stein Eriksen models
the smart Pilatus jacket
by Bogner

SKIING

▶ ▶ ▶ ▶ ▶
TURN THE PAGE

cardigans tend to be luxurious—the fine imported ones are featuring rich textures and bold patterns and colors—and every skier should have at least one light and one medium-heavy one. Outerwear falls into two general categories: the fitted jacket and the perennial parka, both made of windproof fabric. A sampling of the wide choice in styles is offered on these pages.

ILLUSTRATE DIVERSE TRENDS IN FASHION

- Left, luxurious new fabrics, such as this water-repellent velour
- Center, embroidered trim and sleeve pocket on ladies' parka
- Right, even the fur hood is trying for a comeback





Dynatog parka by Dale Boison



Heart-throb by Sun Valley



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PARKAS

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Skylark by Slalom

Tram nylon quilt
by Sportcaster



Fitted jacket
by Kone's





Flüela pullover by Meggi



Convertible model by Altmann



Cowchee cardigan by Dale Boison

SWEATERS

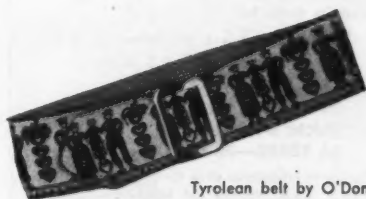


Ever-popular Moulin Rouge pullover
by Mont Blanc



Smart Pajazzo by Paroth & Magneheim

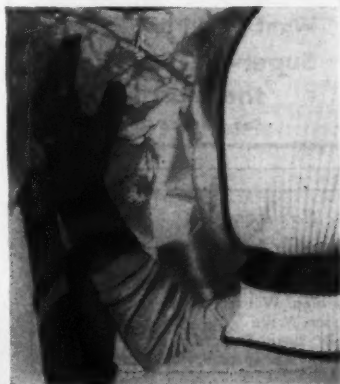
textures
and
patterns



Tyrolean belt by O'Donnell

ACCESSORIES

Knit cap and racing gloves by Beconta



Knit caps in custom colors by Tom Harris



Swiss knit cap
from Carroll Reed



MARJORIE BENEDIKTER

Originals



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Originals

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JOHN LEWIS DYER:

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by RUBY O. BENNETT

EARLY SKIERS in the Colorado Rockies belonged, of necessity, to the "do it yourself" school of action which many people seem to regard as a strictly modern invention. In that vast wilderness that was known to the pioneers as Colorado Territory skiing was introduced not as a sport, but as a means of existence. The years of the fabulous "gold booms" were likewise the years of the "big snows" and the problem of travel and transportation was a major one, especially on the slopes of the Continental Divide, where most of the big strikes were made. Ingenious miners worked out an answer to the problem: homemade skis!

Experiments began with barrel staves and untreated native lumber that had a bad habit of "curling" or splitting across the grain, but by the early 1860's Colorado miners were producing some very satisfactory specimens of the skimaker's art. It was, however, a Methodist missionary preacher who was credited with making the finest pair of skis produced in the Rocky Mountain region during the riotous boom days. The preacher's name was John Lewis Dyer. *Cont'd* ▶

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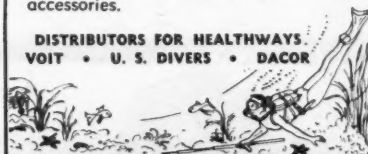
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Rev. Dyer was born and raised in Ohio. He was forty-nine years old when, in 1861, he left his native state to serve as a "circuit rider" in Colorado Territory, with headquarters at Buckskin Joe, a booming gold camp on the eastern slope of the Continental Divide. Most of the journey from Ohio to Buckskin Joe had been made on foot.

John L. Dyer was a man of fine appearance, described as being "well over six feet tall and staunchly built." He was a preacher of the old school who shouted his disapproval of the wild carryings on in the mining camps and talked about eternal fire and brimstone as if he meant a *place* instead of a state of mind. Apparently this straight - from - the - shoulder approach was suited to the times, and to the people of that period, for soon everyone in Buckskin Joe, and for miles beyond that place, was referring to the new preacher as "Father Dyer." It was a title of esteem and affection by which he was known for the rest of his life, as well as in the pages of history.

Father Dyer's preaching circuit was gradually expanded until it extended well into the territory of New Mexico. Many of his appointments could be met on foot or on horseback, but he was not long in deciding that a faster method of travel was imperative in the high range country which was the main field of his religious activities. Following the example of the miners he made himself a pair of skis.

In his famous autobiography, *Snowshoe Itinerant*, Father Dyer described his skis (which he always referred to as "snowshoes") as being "of the Norway type, nine to eleven feet in length." Illustrations in the book show the forward ends of the skis were square-cut and had a pronounced upward curve. Leather bands, drawn through mortised holes and fastened with harness buckles, served as toe straps. Only one ski pole was used—a plain, blunt-pointed pine stick that served mainly "to knock the snow from the shoes."

According to the records the wood used in the Dyer skis was choice, well-seasoned birch that was put through such a painstaking process of smoothing, shaping and "doping" that it had a special "springiness" lacking in skis constructed by the miners, who gave less time to details. Dyer was fifty years old when he learned to ski, but his supple muscles, quick movements and mental alertness belied his age. Under the "self-teaching" method he pro-

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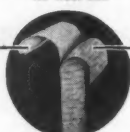


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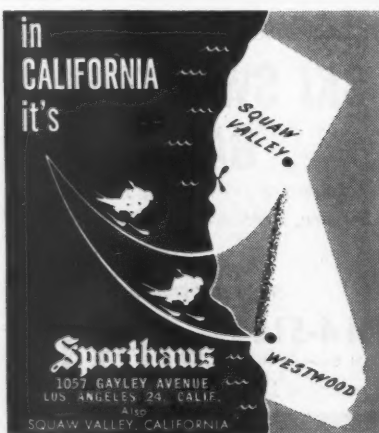
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gressed slowly but surely until he came to be known as "the fastest, surest skier in the Colorado Rockies."

In 1864 he was given a contract to carry mail and express across the Continental Divide between Buckskin Joe and Cache Creek, a distance of thirty-seven miles—one round trip to be made each week. Travel was on skis, over snow that varied from three to twenty feet; the pass where the ski trail crossed the Divide was known as "The Highway of Frozen Death." One of the relay stations on this historic route was Oro City, a booming silver camp later known as Leadville.

The average weight of mail and express carried on each trip across the range was about thirty pounds. Express matter consisted of gold dust, which could be weighed out and used for money or exchanged for currency. "An ounce of gold brought over forty dollars in greenbacks," Dyer wrote. "On one trip I carried enough dust to bring in Denver thirty-seven hundred dollars in currency."

There were times when Father Dyer was forced by weather conditions to remove his skis and put them to other uses than that for which they were originally intended. Sometimes he stood them upright in the snow as braces against the wind, or as hangers for the mail bags while he floundered around in search of a trail that had been obliterated by drifts. Once they served as rudders when their owner was forced to make a flying leap into a deep chasm, with the mail bags strapped to his shoulders.

On this occasion Father Dyer had been literally blown off the trail by a raging blizzard. Suddenly realizing that he was on the edge of a high precipice, with the wind so strong he dared not turn around and try to retrace his steps, he decided jumping would be preferable to being blown into the ravine below.

"I took my long snowshoes," he wrote, "one under each arm, holding a crooked end in each hand for a rudder, and believed that if I could thus keep my feet foremost I could come out alive. I prayed, 'Oh, God, into Thy hands I commit my soul, my life, my all; my faith looks up to Thee.' I have never been sure how far I jumped, but I was buried in six or eight feet of new snow."

"My heels struck the old snow, which must have pitched at an angle of more than forty-five degrees; my weight carried me, my feet were foremost and I went at railroad speed. I raised my head so I could breathe and when I

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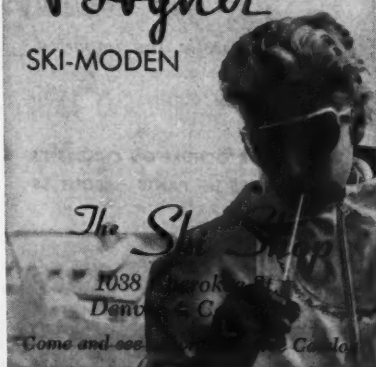
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got near one-half mile I began to slack up, as I had passed the steepest part, and soon stopped."

The story goes on to say that Father Dyer soon got his bearings and worked his way back to his regular route, where he again put on his skis and continued with his mail deliveries. It was recorded, however, that on this memorable trip the carrier's feet were so badly frozen that "half the toe-nails sloughed off, with considerable of the skin."

Indian raids, attacks by wild animals, holdups and murders by roving bandits were common dangers faced by John L. Dyer and his fellow frontiersmen. In the mountainous areas there was also the peril of avalanche. In his book Dyer told of one of his own narrow escapes from "the great white death," on an occasion when he had set out on his mail route at two o'clock in the morning.

"Plodding my way on deep snow," he wrote, "all of a sudden I felt a jar, the snow gave way under me, and a noise struck my ear like a death-knell. I thought it was a snowslide and turned as quickly as possible up the mountain-side. About a hundred and fifty feet ahead I came to a crack six inches wide, and the snow had settled about six inches. It will be easily believed that I felt better on the upper side of the break. A week after there was a snowslide right from that break that filled the gorge below."

After fifteen years of travel over mountain trails Dyer retired from his preaching circuit to serve as a "settled preacher" in Breckenridge, Colo., a booming gold camp just across the range from Buckskin Joe. Here he built his own church, which is still in use and still known as "Father Dyer's Church."

In his latter years Dyer moved to Denver, where he served as chaplain of the Colorado legislature and wrote his famous autobiography, which is now a collector's item. He died in Denver in 1901, at the age of eighty-nine.

John Lewis Dyer's life-size portrait, in stained glass, hangs in Colorado's Hall of Fame* in the gold-domed capitol building in Denver. Each year hundreds of visitors to that noted gallery pay their respects to the great "snowshoe itinerant," who made his "footprints on the sands of time" with a pair of homemade skis.

*John Lewis Dyer was one of a group of sixteen noted "empire builders of the Rocky Mountains" who were honored in this manner. His name was one (of seven) that was chosen without a single dissenting vote.



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SKI spends a day at

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At 6:45 manager Dick Kohnstamm (left) presides at group breakfast

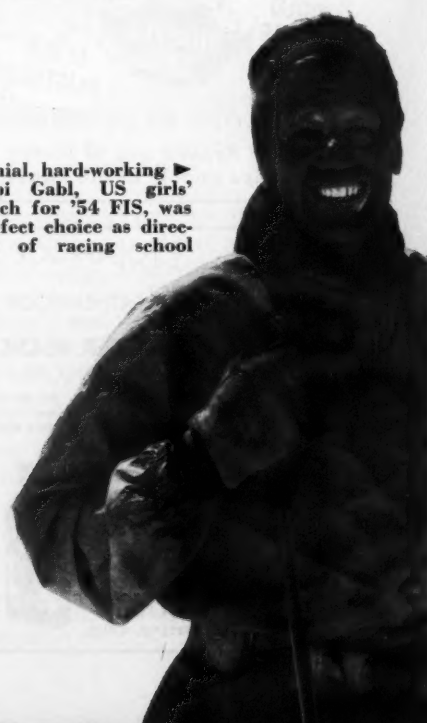
This summer Timberline Lodge at Mt. Hood, Ore. launched a new kind of ski school—a summer racing school for promising young racers. In concentrated sessions, two groups of talented youngsters trained under the direction of Pepi Gabl and his assistant, Erich Sailer. Among the racers were three Olympians—Penny Pitou, Tom Corcoran and Ralph Miller—plus national slalom champion Sally Deaver and several of the country's ranking juniors. For the first time, American racers are getting the kind of organized summer training that European national teams have enjoyed for years.



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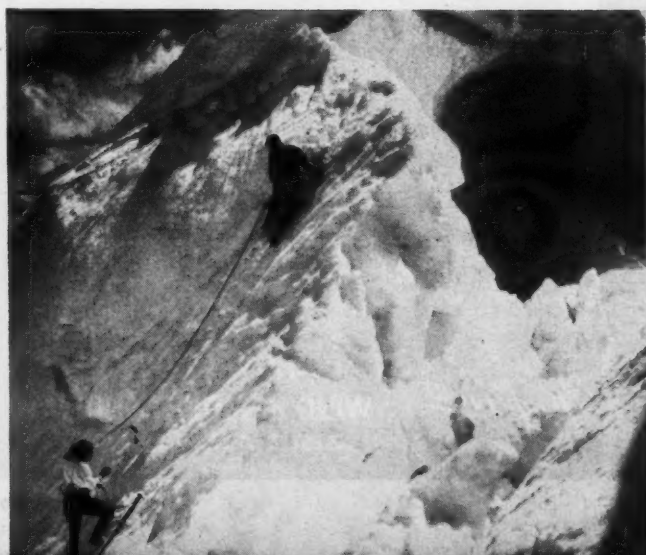
Pepi Gabl (back to camera) instructs group in special racing turns. They are (left to right) Joe Darr, Henry Rist, Art McGarr, Penny Pitou, Pamela Cottle, Lynn Meade, assistant director Erich Sailer, Penny Der Yuen and Sheryl Anson. At right Pepi leads way through bamboo jungle for Spence Eccles

◀ Rudely awakened at 6:00 a.m., racers begin day with setting-up exercises, and brisk run led personally by Pepi Gabl

SCHOOL



▲ End of a perfect session: racers peel off down corn snowfields of Mt. Hood at about 2:00 p.m., leaving rest of afternoon free for other activities, such as ice-climbing. ◀ Here Penny Pitou learns about ice pitons from John Maccone, Lodge publicity director



Evening chalk sessions contributed greatly to value of the course. Photos and motion pictures taken same day were occasionally shown to point up mistakes and provide evidence of improvement



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During the first week in April, two subjects dominated the Japanese press: a victorious sumo wrestler, and Japan's most famous skier—Chiharu Igaya, silver medal winner in slalom at Cortina



WELCOME HOME, CHICK!

Banner headlines and gala receptions greeted Chiharu "Chick" Igaya, Dartmouth skier and Olympic star, during his visit to Japan. Even Austria's Toni Sailer was no greater hero to his countrymen



1. "I did not expect a crowd," Chick says, "particularly since the plane was two hours late. But the photographers were already waiting at the airport and took pictures. . . ."



2. "Later they took other pictures, but I am amazed there are so many when I look at them at SKI office. This one shows me with my father at our home in Shiga Heights. . . ."

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3. "In a race held at Shiga Heights in my honor, I tried to demonstrate good slalom form. As result I missed one gate my first run, costing me ten seconds. Anyhow I won. . . ."



4. "At American Culture Center I explain how I touched disputed slalom pole. . . ."



5. "All during the week I am kept busy signing autographs till my hand aches. . . ."



6. "Just before leaving I give another talk at big Tokyo department store. . . ."



7. "Upon leaving airport I have so many presents it costs me \$35 extra weight."

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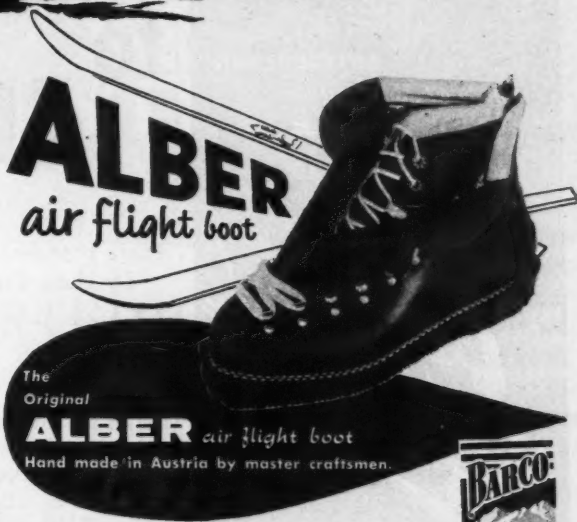
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Andrea Badrutt,
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Bert Candrian,
SUVRETTA

or to Peter Kasper, St. Moritz
Tourist Promotion Office

IVA

go SOUTH to SKI!

There's snow in them thar hills
by MARY CHILTON CHAPMAN

H-A-A-Y—Track, you all!"
Not exactly what you'd expect to hear out on the slopes, is it? Well, southern accents are commonplace at one of the country's newest ski spots. It's only natural: this slope is south of the Mason-Dixon Line. And it isn't in the Andes, either.

Actually, there are two slopes, Cabin Mountain and Weiss Knob. Both are in Tucker County, W. Va., where altitude and a perfect southwest exposure combine to produce excellent skiing conditions for about four months a year in an area normally thought of as being too far south for the sport.

"Ah, yes," you say, "but do they ever have snow?"

The answer is most emphatically in the affirmative. Tucker County is one of those geographic anomalies: it lies some 3,500 feet above sea level in the wilds of the Allegheny Mountains. Close to the slopes are the two towns of Davis and Thomas, a couple of tiny communities about 184 miles almost directly due west of Washington, D.C.

Botanists have long been intrigued with Tucker County because the local flora includes several varieties of plants which are usually found only in the tundra of the far north, above the Arctic Circle. At the slopes, temperatures average fifteen to twenty degrees below those at the nearest city, Elkins, W. Va.—and Elkins routinely reports the lowest temperatures in the state to the U.S. Weather Bureau in Charleston.

Skiers in the nation's capital were mainly responsible for the development of the West Virginia slopes. Members of the Washington Ski Club had long been searching for some nearby skiing. It was about six years ago that one of them, an airline pilot by trade, noticed on his flights over the Alleghenies that two mountains carried snow even when surrounding peaks were absolutely clear. And so it happened, a

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COCHAND**

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See Laurentian page
and Where-To-Stay

short time later, that a Tucker County farmer looked up one day and saw two men approaching his house, bearing strange-looking boards over their shoulders.

"Mind if we ski on the hill back of your house?" they asked.

He may have thought they were crazy, but he granted their wish. They discovered that Cabin Mountain is blessed with a near-perfect snow bowl where depths of sixteen to twenty feet are the rule rather than the exception during the winter months.

Residents of the quiet little towns of Davis and Thomas may have thought the skiers were crazy—at first. They had become pretty accustomed to holing up for the long, cold winter. Tourists were strictly a summer phenomenon and they were rare as ski boots in Florida during the snowy months. Well, the winters are still long and cold in Tucker County, but they aren't quiet any more. And the people are overjoyed at the new prosperity the skiers are bringing. Davis used to be a lumbering center, but no more. Thomas is the site of a worked-out strip coal-mining operation. Both towns were more or less dying on their feet until the ski boom started.

So, if they think it strange that there are people who not only will travel 200 miles or more to strap boards on their feet and slide down a hillside too steep to plow—and that, moreover, they'll even spend hours waxing those boards to make them slide faster, they aren't mentioning it these days. And many of them are becoming among the sport's most avid enthusiasts. Among these are the small fry who whiz down the slopes with amazing ease and skill.

One of the biggest problems of the early years was housing. Neither town is exactly overburdened with hotel space and weekends have brought as many as 450 skiers thronging to Davis and Thomas. The townspeople settled that problem themselves, setting up a housing committee which places the visiting skiers in private homes at a rate which can certainly be called nominal—a flat two dollars per person per night last season. There is one small hotel in each town, and a couple of nice motels have sprung up near the slopes. Now the State of West Virginia is in the act. A fifty-room lodge and twenty-five modern cabins will open this fall at Blackwater State Park near the slopes. The park is the location of Blackwater Falls, one of the prime tourist attractions of the state.

Continued on page 70



IMPORTED from EUROPE



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◀ **LIFTS AND TOWS** operate on virtually every sizeable hill in the area. This rope tow at Sun Valley is now being replaced with a T-bar

SKI SCHOOLS, headed by outstanding instructors such as Elton Erwin, make learners' progress rapid. Here Erwin tucks at Jasper, site of east's longest T-bar

THE LAURENTIANS

The most intensively developed winter resort area in North America is attracting more and more skiers who like their fun off the slopes as well as on.

◀ **ENTERTAINMENT** ranges from formal dancing to informal party games shown here at Gray Rocks Inn

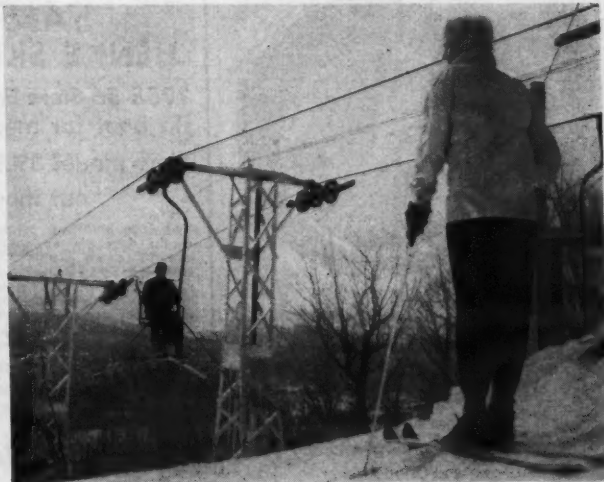
◀ **FESTIVITY**, always in the atmosphere, reaches a climax at gala affairs such as the Laurentian Winter Carnival at Ste. Agathe, here viewed from Laurentide Inn

FOOD, prepared and served in the exacting French tradition, is a specialty of the region. This elaborate buffet was photographed at famed Chalet Cochand






A black and white photograph of a vintage car parked in front of a large, dark, possibly stone or brick building. Two people are standing near the car, one on the left and one on the right, both appearing to be looking at something on the ground. The scene is dimly lit, suggesting dusk or dawn.



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BERNESE OBERLAND / SWITZERLAND

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● No waiting for transportation.

For all information inquire from the tourist offices Wengen and Grindelwald.

Go South continued from page 67

Tucker County has had as many as sixteen skiing weekends in a good year—the average is probably between twelve and fourteen. Skiers begin pouring into town early Friday afternoons and by Saturday morning the towns are doing a land-office business. Each slope has a two-phase rope tow—Cabin Mountain's is 1,500 feet long—and the installation of a T-bar at nearby Weiss Knob is being seriously considered.

The lower portions of Cabin Mountain are eminently suited to the beginner's skill, with sections of varying steepness available. The tows speed the more experienced skier to the top, where he can begin the downhill run at his own speed, traversing the wide grade or devising more challenging runs. Experts, if they've a mind to, can schuss straight down into the snow bowl, steep enough for the most demanding tastes. Weiss Knob, about half a mile away, used to be reached from the foot of Cabin Mountain by horse-drawn sled—which, by the way, was free. The slope there is steeper, narrower and trickier, especially on the lower portions. This year a new beginners' area and novice trails offer variety



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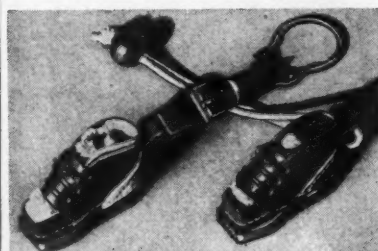
Davos Parsenn

(See advertisement on page 78 of this issue.)

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		without	with bath
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Europe	130	6.50	10.00
Schweizerhof	130	6.50	9.00
Flüela	130	6.50	8.50
Schatzalp	100	6.00	10.00
Beekhuizen	30	4.50	6.00
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* The daily "all-in" includes: room, 3 meals, heating, tips, taxes.

For information and reservation write, wire or phone to the above-mentioned hotels, or to the Davos Tourist Office, Davos, Switzerland.



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(*except where fair trade laws prohibit)

for the tyro, and a new road provides access to parking lots at the base of the tow.

West Virginia has taken skiers and skiing to its heart and they'll find the residents of the area friendly and hospitable. Restaurants serving skier-size meals of good, simple food are available in both towns and prices will astonish city dwellers used to paying a goodly portion of their salaries for a dinner. The going price for T-bone steaks—great big ones—last year was \$2.50.

Skis, boots and poles can be rented at Belmont Cleaver's store in Davis, but it's wise to reserve equipment in advance because the demand is very heavy. It's also a good idea to make room reservations ahead; beds are at a premium during the height of the season. Cleaver sells a few items of skiing gear—goggles, caps and mittens—but he has nothing in the line of ski pants or parkas.

Davis is easy to reach by car—the roads are excellent—or you can fly into Elkins via American Airlines. Train and bus service are also available. So, if you're looking for a new place to try out your Heads or break in your Henkes, don't overlook the possibility of going south to skil

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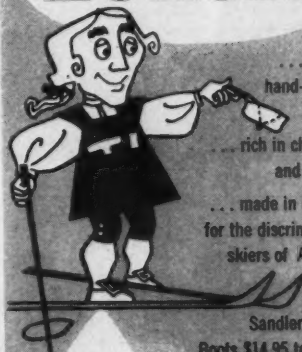
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LITTLE HILL



MIGHT

On back-yard jump, kids learn fundamentals that will help them not only in jumping, but in all phases of skiing in the years to come

"Clear the hill!" The chief of hill waves the flag and the first jumper takes two running steps down the inrun and settles into his crouch. The jump, the stretch, the landing. "Forty-two feet. Fifteen and a half points." The judges check their score cards.

This scene is enacted countless times across the snow belt during the ski season. Some meets are big national events, some intercollegiate; but none is more important than the junior jumping meet. The meet presented on these four pages is an annual affair sponsored by the Ford Sayre Memorial Ski Council. The youngsters, aged six through fifteen, are from the Hanover, N.H., and Norwich, Vt., area. They have practiced under the experienced and patient tutelage of Dave Bradley all winter long, and now they compete under the often-awed gaze of their parents for a great big trophy. Mostly, though, they jump for fun.

It is on the small hills that jumpers are made. Here they learn the fundamentals of timing and balance, of takeoffs, and above all, of landings. What they learn here will stand them in good stead on the big hills, and the 90-foot or 140-foot hills will hold no terrors for them if they have learned mid-air poise and landing technique on the 30- to 60-foot hills.

There are differences, of course. On the small hills the jumper has not time to get the air-cushioned "float," and he gets it to only a limited degree on the medium hills. But all jumpers have to land, and the ability to make good landings means good style points and also the confidence to reach for greater distance. These youngsters will know their landings cold when they graduate from the small hill.

Some communities in this country lack snow; others lack the big hills necessary for good downhill and slalom training; but no community in the snow belt lacks a hill big enough for a small, inexpensive jump. Properly supervised, ski jumping is a safe sport for the juniors and builds coordination and confidence for downhill and slalom skiing. Above all, though, the kids love it.

◀ Preparations are as painstaking and tense as for a big-time meet. At top Skippie Auten slides skis back and forth to slick down wax. In center, Dartmouth College treasurer's son John Meek, studying takeoff, adjusts his bib. Bottom, the boys discuss proper adjustment of jumping bindings before practice leap

TY LEAPS



Waxing, the boys have learned, is just as important in jumping as in any other ski event. Takeoff is at right

turn the page ►

"Clear the hill!" Dr. Bill MacCarty cries out, as anxious mothers, some unsuccessfully, try to appear calm





MIGHTY LEAPS . . .



◀ **SANDLOT STYLISTS**, top to bottom:
Dana Robes: plenty of spring in the takeoff
Jimmy Norris: a little stiff in the float
Bing Bailey: stretching out for distance
David Norris: two-point landing, ker-bloom!



▲ Judges Roger Burt (left) and John McLane (right) check with recorder Dick Moulton; his judging duties over, ex-Dartmouth star ▶ McLane shows the boys how; and boys' coach, author and ex-Dartmouth man Dave Bradley persuades Ted Hunter, also ex-Dartmouth ▼ and ex-Olympian, to try his skill on the hill





Rusty Sachs takes a running start down the inrun while well-wishing fellow contestants await their turn to jump

THE WINNAH! Dana Robes, with leaps of over 40 feet



New lifts under construction in North America

Location	Type	Manufacturer	Length (in feet)	Vert. rise (in feet)	Capacity (skiers per hour)	Completion (estimated date)
Mount Lincoln Norden, Calif.	Double Chair	Heron	6250	1430	600	December
Cisco's Tunnel Mt. Donner Summit, Cal.	Platter Pull	Quhn	600	250	400	December
Dodge Ridge Long Barn, Calif.	T-bar	Heron	1000	250	1000	December
Tomahawk Ski Bowl Klamath Falls, Ore.	Poma T-50	Pomalift	2250	630	650	November
Snoqualmie Pass Seattle, Wash.	Poma B-20-S	Pomalift	1000	209	900	November
Arapahoe Basin Dillon, Colo.	Poma T-100	Pomalift	2356	702	900	October
Loveland Basin, Colo.	Double Chair	Heron	2650	1000	700	November
Wolf Creek Pass So. Fork, Colo.	Poma	Pomalift	2400	600	350	November
Aspen, Colo.	Double Chair	Riblet	3100	850	900	November
Lookout Pass Wallace, Idaho.	Poma T-50	Pomalift	2345	735	550	December
King's Hill Great Falls, Mont.	Poma B-20-R	Pomalift	3600	935	300	—
Snow Park Missoula, Mont.	Poma B-20-R	Pomalift	2026	540	400	—
Alpine Rose Lodge Brighton, Utah	Double Chair	Riblet	3600	1000	900	November
Taos Ski Valley, Taos, N. M.	T-bar	Ski-kuli	2200	1000	300	December
Mount Normandale Minneapolis, Minn.	Austrian Sitzlift	Int. Aerial Tramway	1200	200	1000	November
Roxbury Ski Area Vega, N. Y.	T-bar	Hall	2000	670	800	November
Bousquet Ski Area Pittsfield, Mass.	T-bar	Hall	1900	400	1200	November
Otis Ridge, Otis, Mass.	Poma B-20-R	Pomalift	1400	340	750	November
Toll House Slope Stowe, Vt.	T-bar	Roebeling's	1900	350	1100	December
Smugglers' Notch Jeffersonville, Vt.	Poma T-50	Pomalift	3300	1000	900	December
Smugglers' Notch Jeffersonville, Vt.	Poma T-100	Pomalift	2000	500	1000	December
Jay Peak, North Troy, Vt.	Poma T-50	Pomalift	1600	540	800	December
Burke Mountain East Burke, Vt.	Poma	Pomalift	4880	1520	575	November
Holt's Ledge East Lyme, N. H.	Poma T-100	Pomalift	3775	936	800	November
Intervale Ski Area Intervale, N. H.	Poma	Pomalift	1800	400	700	November
Titcomb Mem. Slope Farmington, Me.	Poma B-20-R	Pomalift	1200	279	800	December
Sugarloaf Mt. Farmington, Me.	T-bar	Constam	2800	1000	450	December
Manoir St. Castin Lac Beauport, P. Q.	T-bar	Constam	2300	500	—	December
Mont Gabriel Club Mont Gabriel, P. Q.	T-bar	area operator	2000	500	1000	December
Weiss Knob, Davis, W. Va.	T-bar	Ski-kuli	1500	250	—	November

NEW DEVELOPMENTS IN WESTERN AREAS

Four chair lifts, many other installations set for season

One of the biggest lift developments in western skiing for the coming season is the new double chair lift which Heron Engineering Company is installing for Walter Haug's Sugar Bowl on Mt. Lincoln in Norden, Calif. The new lift, which will be in operation by December, is almost a mile and a half long and rises 1,430 feet to the summit of Mt. Lincoln. The face of the mountain has a spectacular drop which almost compares to Tuckerman Ravine. On the northern side trails come down through Emigrant Meadow and Mt. Judah which are easy enough for the intermediate skier.

Sugar Bowl is the first area in California that had a ski lift—the Disney lift, built in 1938. This was replaced four years ago with a three-quarter-mile Heron double chair lift. With the new lift, which has been in the talking stage for ten years, added to this, Sugar Bowl should easily regain its reputation as one of the biggest and best areas in the west.

Million-dollar projects

By the time the Winter Olympics come to Squaw Valley in 1960, Cali-

fornia skiers will have two more areas they can point to with civic pride. Mt. Shasta, in the northern part of the state, will have become the site of the biggest mountain development in the United States and the longest ski lift in the world. Sen. Randolph Collier, President of Mt. Shasta Ski Bowl, Inc., announced plans last summer for a two-section lift that will span over two miles of Shasta's volcanic cone, carrying passengers from a base station at 7,600 feet to an upper station near Shastarama Point, 11,050 feet high on the 14,162 foot mountain.

Heron Engineering Company's plans call for a double chair lift on the lower part of the slope which will be 7,775 feet long, have a vertical-rise of 2,040 feet and a capacity of 600 passengers per hour. This one will go in service in 1958. The upper lift, scheduled for completion in 1959, will be the first in this country to carry four-passenger gondola cars, and will extend another 4,200 feet. Together these two lifts will service a ski bowl two miles long and a mile wide.

This plan, which has been in the dream stage for thirty years, began to materialize when the state Forest High-



Most important development in nation this season is Heron double chair lift on Mt. Lincoln at Sugar Bowl, Calif. (above), famous site of silver belt races

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Davos

Ski on legendary PARSENN (funicular and cable airway), sunny STRELA (3 section skilift) and fabulous BRAMA-BUEL (cable airway and skilift). 32 runs, 2 funiculars, 5 skilifts, 2 cable airways, 90 ski teachers, 7½ acre Ice Rink, 100 hotels.

St. Moritz

Its fabulous reputation is well deserved! Olympic runs, Piz Nair cable airway (the highest in Europe), wide choice of moderate priced hotels—still the favorite among discriminating "young moderns."

Klosters

Ski on world famous PARSENN and Gotschna, enjoy all winter sports amidst breath-taking scenery. Ski school, cable airway, four ski lifts, two ice rinks. The resort "WHERE THE SUNSHINE SPENDS THE WINTER."



You will be amazed how far a ski-dollar goes in Switzerland, where hospitality is a national tradition. Literature and information through the local Tourist Offices of Arosa, Davos, St. Moritz, Klosters or the Swiss National Travel Offices (New York, 10 West 49th St., San Francisco, 661 Market St.)

way Programming Department earmarked \$880,000 for paving the Everett Memorial Highway from the town of Mt. Shasta to the hitherto inaccessible ski bowl at Panther Meadows.

California's second big future project is the China Peak area in the Sierra National Forest. Forest officials last August issued a special use permit for a \$1,000,000 development at China Peak, which is near Huntington Lake about seventy miles east of Fresno. Plans so far call for a lodge, a double chair lift to the top of 8,700-foot China Peak, and for a small restaurant atop the peak. Area should be in operation for the 1958-59 season.

Heavenly Valley expands

Going into its second season, the new Heavenly Valley ski resort in Bijou, Calif. has been encouraged by its "sensational" success last winter to more than double its capacity for the coming season. Improvements ready for the first snows this fall will include two rope tows, one to be located at the top of the chair lift in the natural "bowl" setting, and the second near the base of the lift. These additions will give the valley a total of four tows. Other improvements include enlarging the lower warming hut to more than twice its present capacity. There will be a cocktail lounge and a family lounge. Floor space of the ski shop will be nearly tripled. The parking lot will be restyled and paved. Three new trails will run from the top of the chair lift to the base, two of them two to three miles long and designed for intermediates. The third, one-and-a-quarter miles long, will be for experts.

Chris Kuraisa, general manager, hinted at other improvements: "We have several spectacular ideas in mind, and it's possible we may act on them in time for the next ski season," he said. "At this time, though, we only wish to announce the improvements that definitely will be made."

New round house

Earl Purdy, general manager of Dodge Ridge Ski Slopes, has announced that the long-awaited round house atop the Dodge Ridge double chair lift will be completed and open for the beginning of the coming season. The round house, perched at an altitude of 7,600 feet, will be a completely modern, glass-enclosed combination warming hut and snack bar with an unparalleled view of Stanislaus National Forest.

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Reno up for sale

After three years of operation under community sponsorship, Reno Ski Bowl may be offered for lease with purchase option, or sold outright, according to B. M. Zimmerman, president of Washoe Development Corp. Decision was reached at a Washoe board of directors meeting in Reno on September 6 to invite proposals from qualified operators. The directors felt that with "quickened interest" in winter sports, and with the 1960 Winter Olympics scheduled at nearby Squaw Valley, the area would no longer be in need of community sponsorship. However the bowl will definitely operate during the coming season, "with or without change in ownership or management."

Another lift for Brighton

At booming Brighton, Utah (SKI, November, 1955), only twenty-six miles from Salt Lake City, another Riblet double chair lift is being installed, bringing the area's total facilities to three chair lifts, a T-bar and a newly enlarged Alpine Rose Lodge. Brighton is now Utah's most popular ski area, enjoying a growing local clientele, while nearby Alta remains the mecca of powder-snow addicts from all over the nation.

Hard-luck story

Last winter was not a happy one for Snow Park, the new high-altitude ski area near Missoula, Montana. The new Pomalift arrived the day after Christmas. At first heavy snows delayed the installation. Then, just as opening day was in sight, fire destroyed the building in which the entire bottom terminal, including the motor and all the hangars, was stored.

But this year the mile-long slope will have its Pomalift—a 2,300-footer with a capacity of 440 skiers per hour. This, in addition to the three rope tows installed when the area first was opened in 1954, will offer skiers all classes of slopes at altitudes ranging from 5,500 feet to 7,000 feet—a necessity in Montana's "banana belt" where reliable snow is found only above the 5,000-foot level.

The \$50,000 new area has developed rapidly since Bob Johnson, a local merchant, and Dave Flaccus of the Mountain Press conceived the idea two years ago. It was when station KGVO-TV built a road to the top of the 7,000-foot peak to install an antenna that they realized the advantages of having easy access to high-altitude snow as well as



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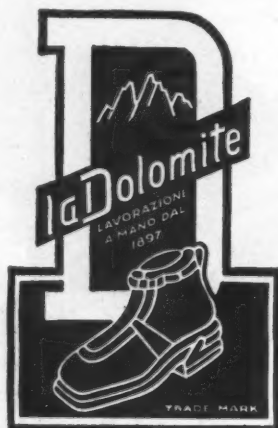
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a readily available source of electricity for lift operation.

At present the parking area at the base of the run has been enlarged and the road to the area widened and improved. Near the parking area a temporary twenty- by forty-foot shelter has been erected. Future plans call for the addition of another Pomalift.

Chair on Little Nell

Aspen, Colo. has a new double chair lift which extends from the village level at Little Nell up to the Durant Mine on Spar Gulch Cut-Off. Built by Riblet, the new 3,100-foot lift will service not only the Little Nell novice slope, but also several intermediate and expert runs. The lift rises 850 feet and will handle 900 skiers per hour.

Other Aspen improvements include more than doubling the area of the octagonal sundeck, without changing its distinctive lines. This will more than double eating capacity and the size of the kitchen and help's quarters. In the village, two new lodges and additions to several others will increase the lodging capacity to almost 2,000. Several new shops and business establishments are going up, and the new health center at Aspen Meadows started full-fledged operation early in September.

More Pomas at Arapahoe

Arapahoe Basin in Dillon, Colo., has boosted its uphill equipment, which already consists of two chair lifts, a Pomalift and a rope tow, by the addition of two Pomalifts, an 1,800-foot T-50, and a 2,300-foot T-100. New lifts will service the upper and lower Standard slopes, the Westwall, the Palivacinni and the North Glades. Arapahoe manager Larry Jump and Willy Schaeffler, Denver University ski coach and trail designer for the Squaw Valley site of the 1960 Olympics, estimate new

facilities will nearly triple Arapahoe's present hourly capacity.

Arapahoe, which drew 35,000 skiers last year, is famous for powder snow and its long season. It is also well known as the home of the Air Academy Ski School and the Rocky Mountain News Ski School, and as the site of the national intercollegiate four-way championships and the Arapahoe Basin alpine tourney.

New area near Denver

Another prominent area in the vicinity of Denver will open up this season as Pete Siebert's Loveland Basin in Colorado acquires a new Heron double chair lift. This one will rise 1,000 feet in 2,650 and handle 700 passengers per hour. . . . Manager Buzz Bainbridge reports from Santa Fe Basin that the roofs are up and the framing in for a new lounge and restaurant that should be ready in time for first snow. . . . Norman L. Garrick, manager of the Diamond Mountain Ski Area in Montana's Blackfoot Valley near Missoula, reports installation of a new 1,000-foot electric rope tow, new ski jump, and lighting facilities for night use of the lower slope. A new lodge in the area, which at present has no housing facilities, is planned for 1957. . . . Cisco's Tunnel Mountain—one of the first good ski areas near San Francisco—expects to do better this season with its new \$3,500 Austrian platter-pull which services Tunnel Mountain. An area of great potential, which is finally being developed privately, Cisco had a bad year last season owing to Yuba River flood damage.

Snowless wonder

The Wilmot Ski Hills in Wilmot, Visc., earned the title of "Snowless Wonder" last season. With no natural snow in the area all winter, 50,000



Under construction here is bottom terminal of new Heron double chair at Aspen, claimed to be fastest lift of its type in existence; capacity is 900 per hour

skiers enjoyed the Wilmot slopes from December 1 to Easter without missing a week. Only difficulty, according to manager Walter T. Stopa, was "overcrowded slopes with terrified beginners on slopes too fast for them."

This year Wilmot is extending the area that can be serviced with artificial snow to include a beginners' hill, complete with new electric rope tow. Warren Miller is including artificial-snow skiing at Wilmot in his films this year.

Pinehurst Bowl in Eau Claire, Wisc., has had a thorough facelifting this year. A sixty-foot extension to the present ski shelter will house a lunch room and complete ski shop. Also, thirty acres of new area have been cleared and provided with a new double rope tow. Pinehurst Ski Club, which operates the bowl, will continue its coeducational skiing course for Wisconsin State Teachers College and Eau Claire senior and junior high school students this year, and offer free skiing instruction each Saturday morning during the season. School is coached by Arnold A. Domer, manager of the Ski Bowl.

Normandale gets platter

International Aerial Tramways has installed a new 1,200-foot Austrian platter-pull at the Mount Normandale Ski Area outside Minneapolis, Minn. at a cost of \$32,000. New facilities at this popular area, which was visited by 38,000 skiers last season, are in addition to four night-lighted rope-tow areas and a ski school on fifty-five acres of open slope.


Porcupine Mountain State Park in Ontonagon, Mich. is installing a 2,500-foot Doppelmeyr lift which should be completed early next summer and ready for operation during the 1957-58 season. Lift will rise 552 feet and handle 1,600 skiers per hour. Additions to the shelter will be completed in January or February 1957.




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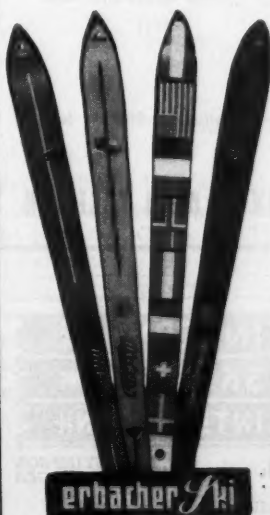


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• North Conway is truly the focal point of a great Alpine skiing area. Cranmore Mountain, now served by a double chairlift and a Pomalift, as well as by the famed Skimobile, offers a huge variety of runs. Just up the road is the big Pomalift area at Intervale, and only twenty minutes away by car is Jackson's Black Moun-

tain. Fabulous Tuckerman's Ravine is also readily accessible. North Conway is a skier's town. There are five fine ski shops, wonderful eating spots, many fine ski lodges and plenty of places for evening entertainment after a day of sun and snow on the slopes.



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In its twentieth year, the Hannes Schneider Ski School has certified instructors with years of experience. Directed by Herbert Schneider (see photo), the ski school maintains the great tradition of a great name.

When skiing at North Conway plan to stay at one of the following fine ski lodges
(See *Where-To-Stay Directory* for details)

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Located in Intervale, but serving the whole region are the following ski lodges (See *Where-To-Stay Directory*):

☆ NEW ENGLAND INN ☆ CRYSTAL HILLS LODGE AND SKI DORM
☆ IDLEWILD ☆ HOLIDAY INN AND MOTEL

only a row of tomatoes

by MARY ESHBAUGH HAYES

Albion, New York

July 8, 1955

Dear Herbert:

It was that row of tomatoes that did it!

I understood that you were proud of the apartment, and I really was trying to be appreciative. I know that a walk-up apartment in Greenwich Village is considered the most romantic, inspiring place in the world. I realize that a newly married couple (like we were planning to be) is among the luckiest if they have a quaint garret to invite their friends to after the theatre (even though five flights up). And the gables in this garret apartment, I agree with you, were the greatest. But then you opened the window and showed me the row of tomato plants in the window box. "I've been growing these," you said, "for I want you to have a bit of countryside about you in case you grow lonesome for it."

That's when it hit me! Suddenly I could see myself tending those poor fresh-air-starved plants, day after day looking eagerly for tomatoes that would probably never come. I could see myself leading our children to the overflowing park-on little leashes so they wouldn't run out in the traffic-congested streets. I could see us, with our friends after the concert, arguing over whether Remingfish was off beat just a little in the third movement, arguing as though it was the most important decision in the world. All the millions and trillions and billions of walls in that city, like a honeycomb, started to press in on me. Can you possibly understand why I screamed at you, "Only a row of tomatoes," and ran out?

How I ever got us into such a mess, I have tried to figure out. I'm afraid it goes back to those discussions at Syracuse U. I was such an "upstate hick" and all you New Yorkers could talk of great books, art, music—I was fascinated. And you, always the leader in discussions, doubly impressed me. I be-

gan to hate my wasted years of tree climbing, and wanted to be a "great mind" like the rest of you—something I now know I can never be.

I am not saying that your world of the theatre, subways, met openings, suits from Brooks Bros., is not "it." But somehow, to me, it is not the answer to life. You once told me, "If a woman loves a man all there is, she will follow him to the ends of the earth." Since I cannot live in your part of the world, and you feel you can never leave it—maybe this is our answer.

My best wishes always,
June

Aspen, Colorado
Sept. 18, 1955

Dear Folks,

Arrived at noon. The mountains, shimmering with golden aspens, are almost too spectacular to believe. Genny is just bubbling over with excitement with actually being here at last. We're staying in one of the ski lodges till we get something permanent. Will write letter later.

All my love,
June

Aspen, Colorado
Sept. 28, 1955

Dear Folks,

We've rented a real "Gay Nineties" house—complete with coal cookstove in the kitchen. Genny calls it the "coal-eating monster" when she is carrying her quota of the coal from the shed (we take turns at it), but she has to admit it's wonderful in the chill mornings to toast your feet on the open oven door.

We've been learning about our new home. In ways it's almost as if the twentieth century bypassed Aspen somewhere. We presented ourselves at prospective jobs, bright and shining at 8.00 a.m.—only to find the shopkeepers amble to work around 10:00—and then hang a sign on the door, "be back in fifteen minutes" and go out for coffee.

And guess what—no TV. I guess the mountains around are too high for reception. Anyway, here is one place in the country where the lost art of conversation is still flourishing. There are many afternoon teas—in fact we're invited to one tomorrow. Though I must think up an excuse not to go. The hostess assured us she is also inviting "a very nice young man—a fellow New Yorker—I'm sure you'll have so much in common."

No jobs open till ski season.

Your loving daughter,
June

Aspen, Colorado
Oct. 18, 1955

Dear Folks,

What a tea party! Genny said I had to go—'cause how could she go alone, a stranger in town, and how were we ever to make friends if I shut myself up with a book, a cup of coffee, and a warm coalstove as my only companions. After all, she said, there was her future to look out for—loyalty and all that—so I finally did the noble thing and went.

Sure enough, our hostess hurried us over to where this young man was standing. "Now I know you'll have so much to talk about," she gushed. The New Yorker, I thought. I could feel that awful closing in feeling again and I burst out, "I'll bet you have one of those darling Greenwich Village apartments, complete with etchings." He gave me an odd look, and replied, "As a matter of fact I do—though the etchings are rather restricted to plans for water systems." And I found out that he's here in Aspen planning a proposed water district for the engineering firm he works for in New York.

So then I felt rather silly and decided to try to be nice—in spite of his big city background. His name is Peter Mitchell and he's the brownest man I've ever met—brown hair, dark brown eyes, and a deeply tanned skin. Said he's been doing a lot of hiking around in his work. Anyway, I guess I was too nice, 'cause he asked me to the hospital benefit dinner (a big event here).

Write soon.

Your loving daughter,
June

Aspen, Colorado
November 10, 1955

Dear Folks,

Yes, we finally have jobs—just as our funds from last year's jobs were about to be exhausted. Genny is selling hand-whittled mice on skis (imported from Austria) at a counter in the Hotel Jerome, and I am a salesgirl at the Pizicato Shop. I know our degrees were imperative for this type work—and Dad thinks we're "ski bums," but please don't worry. We love it.

Got a date—write more later.

Your loving daughter,
June

Aspen, Colorado
December 3, 1955

Dear Folks,

The skiing is simply fabulous. Genny and I work out our job schedules so we

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Just ten minutes away is the Pomalift area at Intervale, and twenty minutes away is the unique Skimobile on Cranmore Mountain. Cranmore is also served by a double chairlift. To the north of Jackson, but within easy reach, is fabulous Tuckerman Ravine on Mt. Washington where skiing lasts all through the spring. Truly, Jackson is the skiingest town in the East.

When you stay in Jackson you can shop at one of the country's finest ski shops: The Jack Frost Shop. This shop carries most of the top lines of ski equipment and clothing, and provides dependable service. Jack Frost Shop also has an outstanding rental service.

When in the Jackson area, plan to stay in one of these comfortable lodges:

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And we at Rustler are counting time. We are hustling about, shaking out the last bits of dust, and dabbing the last drops of paint, artistically of course, to have our lodge in perfect

shape for the opening November 17.

This is the time when we really begin looking forward to seeing all our friends of last year and to meeting all of you newcomers

this year. Rustler, you know, is just the right size for people to get acquainted. We have a variety of accommodations—new, beautifully decorated rooms with private bath or shower, rooms with running water and small, comfortable bunk rooms. The Lodge is in



the midst of the ski area, just a short distance from the first lift. And when skiing for the day is over, our tow brings you back to the lodge door.

There are slopes for you, no matter how much skill (or lack of it) you have, the runs ranging from the gradual hill in front of our Lodge—which, by the way, is serviced by our private tow—to intermediate type—and for those who like the steep, hairy kind, there are some of the most challenging slopes in the country, like Collins Face and High Rustler (which is particularly good when there's deep powder—which is quite a bit of the time). Add to the terrain an abundant supply of dry powder snow and you have the two main ingredients for excellent skiing. There are two chair lifts which service the area, and from the top down the runs are as long as two miles. And Alta is known for its short lift line, which means more time on the slopes and less on the lift.

Skiing is here, the season is long, and we'll welcome you warmly from the very beginning, the middle of November, to the very end, the last of April.

Sincerely,

Ed

Ed Siegel, mgr.



can get afternoons of skiing whenever possible. Pete takes me skiing on week-ends. He works pretty hard through the week but takes off weekends. He is an excellent skier and is giving me lessons—I'm so used to icy snow, this deep powder has me "sitzmarking" most of the time. Often after a few runs down the mountain, we quit and go swimming in one of the heated outdoor pools. What a life!

Love,
June

Aspen, Colorado
December 25, 1955

Dear Folks,

It was so good talking to you on the phone—I never thought I'd be this homesick my first Christmas away from home. Soon after you called, I was still feeling terribly sorry for myself (and Genny was no help at all; she was bawling in her room 'cause she couldn't get a call through to her family). Well, anyway, I was trying to dry my tears when the doorbell rang and there was Pete and Sam (Genny's beau) with armloads of gaily wrapped gifts. They even had a pot of hot coffee.

After we had opened our gifts (most of them were silly things meant to make us laugh), we all went for a walk in the snow for an hour or so. It was snowing great heavy flakes and was just heavenly. When we got home, we sang Christmas carols around our old upright piano. I hope your Christmas was as happy as mine turned out to be.

Your loving daughter,
June

Aspen, Colorado
January 4, 1956

Dear Folks,

I'm wondering what could have happened! What *did* happen was that Pete came by this afternoon to tell me that his job is finished and he's returning to New York on the first train. Now, maybe you've already suspected, but I'd decided Pete was one man I cared enough about to follow to the ends of the earth—even New York. So he took my hand, gazed into my eyes (I thinking—oh, wonder of wonders—he's going to ask me to marry him) and asked, "June, just how do you feel about New York City?"

I was stunned for a minute, then thought—this is his test to see if I love him enough. So I cried out, "I adore it, the lovely parks, the cultural aspects, and the wonderful Fifth Avenue shops."

He, however, looked disappointed, bit his lip for a moment, patted me on

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the head and said, "I'll send you a postcard from Times Square, kid," and walked out of my life. Well, I probably couldn't have stood the city anyway.

Your bewildered daughter,
June

Aspen, Colorado
February 14, 1956

Dear Folks,

Happy Valentine's Day. No word, not even that Times Square postcard.

June

Aspen, Colorado
March 18, 1956

Dear Folks,

The dull season is about to strike the town—so I'm told. That's how I feel—dull. Can hardly wait till our vacation. Genny says we ought to try to get home sometime in May—let you know.

Love,
June

Aspen, Colorado
April 3, 1956

Dear Folks,

Hope we didn't stun you with the phone call. Nobody could be as surprised as me! I was out walking—trying to sort out my ideas and feelings, when a truck rumbled up. It jolted to a stop and who should lean out and yell, "Hop in," but Pete. Well I did, and the first thing he yelled over the noise of the motor was, "What are you doing still here—thought you'd be back in the mecca of culture by now."

"A lot you know about me and New York," I yelled back, "and just what are you doing back in this crate?"

So he told me how he had fallen in love with Aspen when he was stationed near here during World War II. He had taken the job assignment here this winter in order to figure out a way to make it his permanent home. He's decided to use the truck in construction to earn a living until he can get an engineering office of his own going (maybe even do the water district).

Then he hesitantly told me he'd planned to tell me all this that day before he left. He shrugged his shoulders, "But you always had to impress me as being such a city sophisticate. I figured you'd never fit into the old-fashioned, down-to-earth life of Aspen. Why we might even have to raise our own vegetables for a year or two to get by."

I was suddenly laughing. "Let me tell you about a row of tomatoes," I gasped.

You can get the church ready Mom.

Love,
June



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The Reader Service Department is for you, the skier. SKI arranges for you to receive the catalogs and brochures which ski resorts, manufacturers and ski shops prepare for you. The literature sent to you is free, but there is a 10¢ handling charge (either coin or stamps) which should be enclosed with the coupon. Please allow from two to six weeks for literature to arrive.

- O1 European resorts: descriptive material on the top ski centers of the Alps.
O2 European travel: budgeting your ski trip; airline and boat schedules, fares and special off-season rates; travel tips and information on accommodations.
O3 Skiing in Scandinavia: where to ski in Norway and Sweden, and how to get there, especially SAS trans-Polar flight.
O4 Skiing in Chile: Farellones, Portillo, La Parva, etc., and how to get there by Panagra.
O5 Summer skiing "down under" in New Zealand: when to go and how to get there.
W1 Year-round skiing in the Canadian Rockies: information on Banff and other famous ski areas in Alberta.
W2 The Northwest: What it's like to ski at Mt. Hood and other Washington and Oregon meccas.
W3 California, the "snowshine state": literature on Squaw Valley, site of the 1960 Winter Olympics, and other High Sierra ski areas. Also, information on the swarm of major areas near Los Angeles.
W4 Nevada: Spend the evenings playing and the days skiing at Reno Ski Bowl.
W5 Idaho: In case you didn't know, Sun Valley is in Idaho. Information on S.V.'s low-cost learn-to-ski weeks.
W6 Utah: The Wasatch mountain range attracts the finest powder snow in the world. Alta, and other areas near Salt Lake City provide useful information.
W7 Northern Rocky Mountains, including Wyoming, Montana and South Dakota. Skiers edge out wranglers and ranchers in winter.

W8 Colorado: Aspen, Winter Park, Arapahoe and many others make this state the ski capital of the Rockies.

W9 Skis above the deserts of Arizona and New Mexico with sun and powder snow.

W10 Midwest ski areas: where to go for a week or a weekend in Michigan, Wisconsin and Minnesota.

E1 Quebec, including the famed Laurentians, in eastern Canada: most concentrated resort area in North America, where you can enjoy excellent food and atmosphere, attend CSIA ski schools and ski to your heart's content.

E2 Maine, where new developments are springing up, is a short trip from Boston.

E3 Vermont: Stowe, Mad River, Jay, Burke, up north, Bromley, Mt. Snow, Hogback, Okemo Mt., Pico and many other areas in the south, are all good reasons for visiting the Green Mountain State.

E4 New Hampshire: the Eastern Slopes region, Franconia, Sunapee and other popular areas in the state with the White Mountains, highest in the Northeast.

E5 Massachusetts and Connecticut: where to find fine skiing on the back doorstep of New York City, Boston and Hartford.

E6 New York and Pennsylvania: Lake Placid, Speculator, Snow Ridge, Old Forge, Bellayre, Whiteface and other fine spots from the Adirondacks to the Catskills and as far south as Ligonier, Pa.

(NB—Listed below are some of the manufacturers and importers of ski equipment, clothing and ski miscellany. Information on others not listed—such as Anglo-Scandinavian Co., Le Trappeur, Franconia ski wear and Rieker boots—can be obtained by writing directly to the companies involved or by asking your local ski shop for information.)

M1 Dartmouth Skis, Inc. provides large illustrated catalog of all types of equipment, including such top items as Kaestle skis and Humanic boots.

M2 Anderson & Thompson offers detailed catalog including many well-known items and also some interesting off-beat imports from Europe and Japan.

M3 Booklet provided by the Head Ski Co., describing the structure and performance of Standard and Master Head skis.

M4 Information on the Europa line of ski boots imported by Sandler of Boston.

M5 The Northland Ski Company offers an illustrated booklet on "How to Ski."

M6 Improved "Ankloons," the pump-up anklets, are described in leaflet from the B. W. Weiss Co.

M7 All about Tyrol ski and after-ski boots in an illustrated pamphlet.

M8 Johnny Seesaw's offers detailed literature on all-metal skis (Attenhofer Metallic and Aluflex); the Stowe Safety binding; Tey Tape; and a brochure on how to mount the U.S. Star bindings with longthongs or heel spring.

M9 G. H. Bass & Co. offer illustrated brochure on the Maine-crafted line of Bass ski boots.

M10 Kneissl, Strolz and other top brands of European skis and boots are featured in Saska Ski Equipment Co. leaflets.

M11 Construction principles of the Hart ski are presented in a leaflet provided by the Hart Mfg. Co.

M12 Information on the four Glazite products for skis is contained in a brochure supplied by Plymold Co.

M13 Barrecreafter's illustrated circulars describe several models of ski racks (including the "crank and lock") and also ski-boot trees.

M14 Herbert G. Schwarz provides a booklet on mounting the Eckel Ski-Free binding with Comet Automatic front throw. Also, illustrated circular on many ski items including racing helmets.

M15 Henke folder available covering the seven models of Henke boots. Also, detailed information on the "why and how" of the revolutionary Speedfit model.

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M16 Cortina Ski Company catalog gives technical descriptions of Cortina skis and poles.

M17 Edward K. Hampshire Co. offers folder on construction points of Kastinger ski boots.

M18 Porath & Magneheim offers illustrated leaflets on Strasser boots, Romy-Securus bindings, Rosskopf skis and other imports.

M19 Hedlund skis are described in an illustrated brochure.

M20 Eight-page booklet on the construction and properties of the all-fiberglass Dynaglas ski is offered by Dale Boison Co.

M21 Circulars on the construction and release principles of the Cubco binding and its accessories.

M22 Well-illustrated and interesting literature on the Ski-Free safety binding.

C1 Mont Blanc Co. offers 32-page catalog of French, Swiss and Austrian imports, including many clothing accessories such as belts, scarves and pins.

C2 From boots to caps, Beconta, Inc. describes a great variety of sportswear and accessories in their new catalog, including a description of the new Attenhofer Safety Flex binding.

C3 B. F. Moore offers illustrated brochure on their Slalom line of skiwear for men, misses and children.

C4 Six-page folder from Carter & Churchill shows the Profile line of ski clothes for the whole family.

C5 Duofold, longjohn suppliers to the U.S. Olympic team, will send a swatch of their underwear.

C6 Norwegian-American Knitting Mills offer information on the Brynje "holey" air-net T-shirts.

C7 Allen-A, manufacturers of thermal underwear, will send a swatch of their "Insulaire" material.

C8 Equipment and fashions popular at Stowe, Vt. are described in the Ski 'n Sport Shop brochure.

C9 Tom Harris Ski Shops offer their winter catalog of ski equipment and clothing.

C10 The catalog supplied by André of New York is as stylish as the ski clothes he sells and the models who wear them.

X1 Catalog of low-cost ski trophies suitable for clubs, junior ski programs, etc. is available from W. R. Moody Co.

X2 Leaflet on the Bongo Board, the perfect pre-season conditioner.

X3 How to order ski club patches and other embroidered emblems and novelties available from Hartmann, Inc.

X4 Information on how to order attractive ski Christmas cards is offered by Beau Monde.

X5 Himalayan Pak Co. sends illustrated brochure on all types of frame and shoulder packs including the "Everest Assault Pak."

X6 Austrian ski and ski boot miniatures: jewelry and decorative items in an illustrated brochure from Round the World Imports.

R1 Published by Norse House of New York City, the 1956-57 Norse House Guide to the proper selection of ski equipment and clothing is available. Pithy, commonsensical and interesting.

R2 Carroll Reed offers a mail shopping service with his handsome catalog of skiwear and equipment.

R3 Alex Taylor's of New York City offers illustrated brochure on men's, women's and children's ski and sportswear.

R4 Liverpool Sport Center provides interesting booklet with ski information and prices on equipment and clothing.

R5 Mansfield Shop, located at the foot of Mt. Mansfield, offers detailed catalog of top ski equipment and clothing.

R6 Famed L. L. Bean of Maine offers information on skis and other outdoor equipment.

F1 Information is provided on free films available to ski clubs and other groups—films featuring both American and European ski areas. (Please give club name.)

F2 Where and how to rent quality films on all phases of skiing. (Please give club name.)

F3 How to buy beautiful ski movie footage in 8 mm and 16 mm. sound and silent, color and black-and-white.

F4 Literature on personal-appearance shows by the nation's top skimothers. (Please give name of club or business interested in sponsoring.)

S1 Ski posters for decoration, available only to ski clubs, shops and lodges. (Please give name of club or business.)

S2 How to buy ski accident insurance by mail.

S3 How to buy ski equipment breakage insurance by mail.

S4 For ski clubs only, information on special SKI magazine subscription rates. (Please give name of club, club secretary and address.)

Ski new horizons



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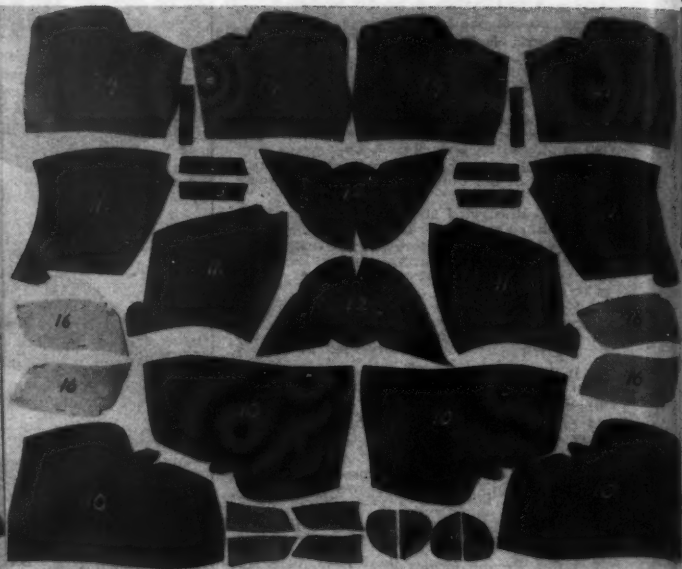
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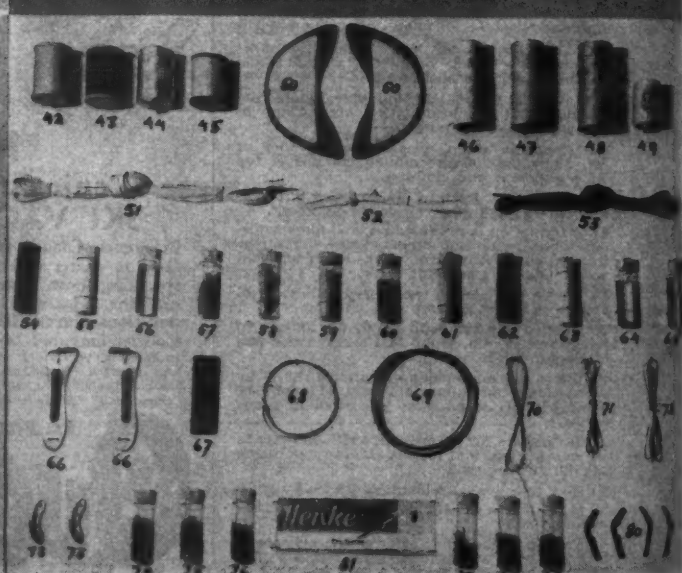
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WHAT TO LOOK FOR IN SKI BOOTS



Susan Peters as Cinderella, in Bogner pants and Dynaflo parka, dons her size 7½ A glass slipper (courtesy A. H. Beck) to try on some boots: back row, left to right, Atkinson, Bass, Tyrol, Kneissl, Cornuda, Rieker (center), Highland, Humanic, Wilder, Garmisch, Ströls; front row, Minervia, Le Trappeur, Kastinger, Fanni, Strasser, La Dolomite, Henke, Nelly, Tavi-Rattenhofer, Molitor, Balchle, Beconta, Sandler.

Help for a skiing Cinderella trying to choose among two dozen brands that fit her perfectly

IF YOU have ever doubted the fact that the modern ski boot is a miracle of manufacture, the display on the opposite page may come as a bit of a surprise to you. A typical top-grade boot—in this case the Henke Pro Special—has sixty-four parts made of upper leather or lining leather, twenty parts of sole leather, sixteen parts made of rubber, plus 104 laces, hooks, eyes, rivets, etc.—204 parts in all, not including pegs, brads, thread and other incidentals. Rather complicated, yes? And that is only the beginning, because most of the 100 leather and rubber parts have to be cut according to individual patterns or with special dies for every size of boot!

For the manufacturers themselves, boots are elaborate jigsaw puzzles which require many man-hours to assemble properly. For skiers interested in buying a pair of boots, this complexity makes it quite difficult to know what to look for and look out for. On many points of ski boot construction, you simply have to take the dealer's word for the quality of materials and workmanship.

Chrome or combination?

You will even have to take the dealer's word for the kind of leather the uppers are made of, unless you're an expert. If the leather is smooth (not embossed with a grainy pattern during the tanning process) you can sometimes tell by trying to scratch it with your fingernail: if you can't dent it, the leather is probably chrome tanned; if the scratch remains, the leather has probably been vegetable tanned as well. Combination tanned leather seems the best compromise for ski boots: somewhat softer than straight chrome tanned, it is also warmer to the feet.

Pure vegetable or animal tanned leather is never used, at least not in boots advertised in SKI magazine. Anyhow, the only sure way to tell the kind of leather is to burn it; chrome tanning gives the ashes a greenish cast, vegetable a brownish. In either case, the stench is awful.

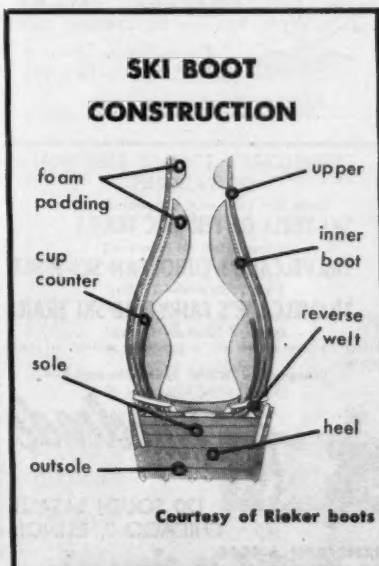
Points to check

So take your dealer's word for it instead, and also get his assurance that the boots have steel shanks and cup counters made of leather or celluloid instead of fiber, which quickly gives way. Other points you can check yourself, with reference to the drawing of a Rieker boot reproduced on this page. Your boot should have a reasonably high shaft, which may be hinged; a full inner boot; tapered heel and sole; and a reverse welt with the stitching preferably going all the way around

the heel. The padding should not be too thick, and must be positioned properly for support and comfort. The sole should be not only narrow but flat, especially if you use safety bindings. If the boot has an arch support be sure it fits. The heel should be snug, the toe roomy enough to prevent numbing. Above all insist on good fit. Try on boots with the weight of socks you ordinarily use while skiing, after taking a fifteen-minute walk. Keep your new boots in shape with an outside boot tree and liberal application of sealer and dubbin.

New developments

This year there are some interesting developments at both ends of the price range. You can now buy a double boot at \$20.00 a pair or thereabouts—a boon to those who ski only occasionally on weekends and have no need for boots that will last through months of hard use. The Bass Thermo, an insulated boot at a modest price, may set a trend toward even more functional footwear. Among the top models this season, we notice that the standard high shaft has resulted not only in more hinging and notching but also in a revival of the heel lacing. Several models have a quick-tightening device, and of these the Kastinger wrap-around strap—which makes it possible to tighten the inner boot without unlacing the outer boot—is perhaps the most ingenious. Pneumatic and hydraulic boots are going strong, as is the novel Speedfit. Barring minor improvements and refinements, however, it appears to SKI editors that the ski boot as such has about completed an evolutionary cycle. The next major step will probably come when and if boots, bindings and skis are designed as a single unit.



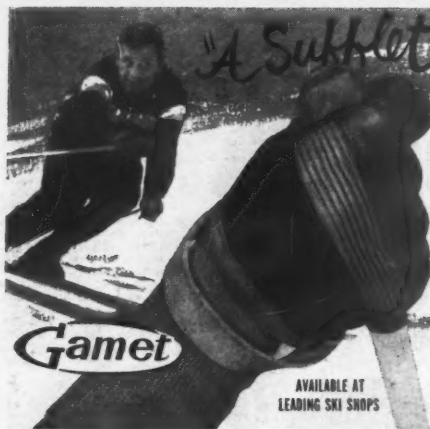
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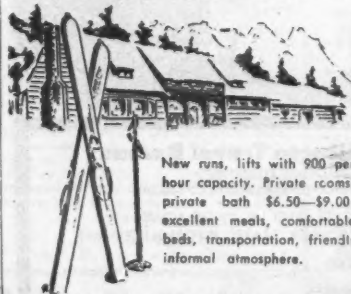
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Run for skiers by skiers. Walking distance to town and Skimobile. From Bunks (2 and 4 beds) to private bath; 3 meals, \$6.50 to \$10.50, weekend special. Famous Slalom Room, meeting place for after skiing fun. Folder. Tel. FL 6-2931.

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2000' T-Bar. Rope Tow, skating

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At base of Mont Tremblant north chair lift and new T-Bar (with new open run from the summit). Famous Sissy Schuss, Devil's River and Lowell Thomas runs converge at our sun-deck. Maximum skiing at minimum rates. American Plan rates—rooms and cottage \$11-\$13. French cuisine. Also dormitory-bunkhouses at \$1 per night (bring your sleeping bag). All privileges and facilities of Mont Tremblant Lodge. Write John O'Rear, Mgr., Devil's River Lodge, c/o Mont Tremblant Lodge, P.Q.



CHATEAU BEAUVALLOIN

MONT TREMBLANT, P.Q.

Small, informal ski lodge, fine cuisine and cocktail lounge. Music nightly, 1 1/2 miles from Mont Tremblant. Two and four room cottages with bath, \$7-\$15 per person, American Plan. Special weekly rates. Transportation to and from the chair lifts. Write for folder or telephone St. Jovite 223. Henry C. Stokes, owner.



GRAY ROCKS INN

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80 miles northwest of Montreal on Route 11. 4 miles from Mont Tremblant. T-Bar lift on Sugar Peak, 100 yards from Inn. Home of Snow Eagle Ski School, Real Charette, director—Skating—Sleighb—Riding, etc. Genial atmosphere—Dancing—Rates \$8-\$12.50 with meals—LEARN TO SKI WEEKS from \$62.95. Write for new Kodachrome Folder S. Tel. St. Jovite 17. Harry Wheeler, Host and Manager.



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MONT TREMBLANT, P.Q.

At the foot of Mont Tremblant. A smaller resort offering friendlier atmosphere and personalized service. Excellent food and fine accommodations, including private chalets. Intimate cocktail lounge, impromptu dancing. Own ski school, beginners' slopes, baby law at door. Mont Tremblant's 2 chairlifts, 2 alpine lifts for the more expert. Ski Weeks from \$79. Tel. 157.



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MONT TREMBLANT, P.Q.

Newly-owned and managed by Roger Baervoets, former assistant manager of Mt. Royal Hotel and for 17 years at Windsor Hotel, Montreal. Capacity 75. Daily \$6.50-\$7.50. American Plan, \$40-50 weekly. Dormitory accommodation \$5.50. Truly French cuisine and friendly atmosphere. Cocktail Lounge. 5 minutes to lifts. Tel. St. Jovite 138.



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A cozy comfortable little inn well known for its super cuisine and friendly atmosphere. Located within minutes of Tremblant's chair lift. Extremely moderate rates—\$6-\$8 daily. New cocktail lounge, orchestra. Cottages with private showers available. Learn-To-Ski Weeks. Leo Samson, Proprietor. Tel. St. Jovite 815-2.



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"Learn-To-Ski Weeks" at famous Mont Tremblant, from \$65.00. Reserve today! Use of chair lifts, T-bars, tows; lessons by Villa Bellevue Ski School; transportation to and from Mont Tremblant (2 1/2 miles); 7 days, 6 nights, all meals. Write today for folder and rates. Rene T. Dubois. Tel. St. Jovite 820.



BELLEVUE HOTEL

MORIN HEIGHTS, P.Q.

A modern Laurentian Mountain Resort with an informal skiing atmosphere. Ideal for clubs or groups, 50 miles north of Montreal. Skiing at our front door for beginners and advanced skiers, ski lift, tows, ski school, cocktail bar, dancing. Rates from \$40. per week with meals or all expense Ski Weeks \$56. throughout Winter. For a variety of skiing we are within minutes drive of most famous Laurentian ski areas.



ALPINE INN AND COTTAGES

STE. MARGUERITE STATION, P.Q.

Luxurious Laurentian resort, where skiing is at its best. Gentle slopes for the novice and Hill 60 with ski tow, Ski School. Spacious lounges. Cozy bar. Charming chalet and 12 cottages. One hour from Montreal. Write or wire for reservations, or contact your travel agent. Rates \$10.50-\$20 A. P. Vernon G. Cardy, President. H. F. Gibson, Manager.



CHALET COCHAND

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SPECIAL SKI WEEKS ALL WINTER (except Dec. 23-Jan. 6), \$59.95 to \$79.95. Ski Honeymoons \$145, \$165, \$185, for Two. Rates include accommodations, all meals, hotel privileges, daily class instruction, use of T-bar and 3 tows, cocktail party, Swiss fondue party, afternoon tons, evening entertainment.



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THE CHANTECLER

STE. ADELE-EN-HAUT, P.Q.

The Laurentians finest resort, renowned as ski centre (T-Bar, Pomalift, CSIA School, etc.) with outstanding atmosphere. Only resort with YEAR-ROUND POOL and CURLING. Active Social program. Rates \$10.50-\$15 daily (2 to a room) including meals. "Ski Weeks" from \$69 per person, all inclusive. For details write G. W. Verge. (Phone 9-3555).



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STE. AGATHE-DES-MONTS, P.Q.

Luxurious resort, center of Laurentian activities and February Carnival. 5 minutes from Mt. Kingston Lift and new Alouette Trail. Rope tow and ski school at door. Novice and expert skiing. \$8.50-\$13 A.P. SKI HONEYMOONS (Room with Bath), 7 days, 6 nights. All meals from \$130 FOR TWO. All-expense SKI WEEKS from \$59.95 per person. Folder. Write or phone K. W. Harrison, Ste. Agathe 391 or (N.Y.) LO 5-1115.



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FREE AT ALL TIMES TO WEEKLY GUESTS: 4000-ft. T-bar (75 ft. from lodge) and baby tow. Priority on bath. From \$11.00 (with bath) A.P. FREE LESSONS DURING LEARN-TO-SKI WEEKS. Start Dec. 7, 7 days, 6 nights, 19 meals. From \$59.00 per person. Folder, ski map. Tel. 57 or write P.O. Box 1003. In N.Y.C. for Snow Conds., Tel. JU 2-2833.



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Top-notch skiing for the advanced or novice on 1,200 acres of the finest hills in the Laurentians. 3 modern T-bar lifts connect 12 lawn-smooth slopes and well-groomed trails... plus two rope-tows. Ski School—equipment available on rental basis. Main Club and cottage accommodations—superb cuisine. On route 11, 40 miles north of Montreal, 2 miles before Ste. Adele. In New York tel. WOith 2-0096.



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LAURENTIDE INN
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A world-famous hotel in the center of some of the world's finest skiing. Favored by discriminating skiers for its accessibility to the Farnern snowfields, its gourmet table and cheerful atmosphere. For beautifully illustrated brochure, write Hans Guler, host.

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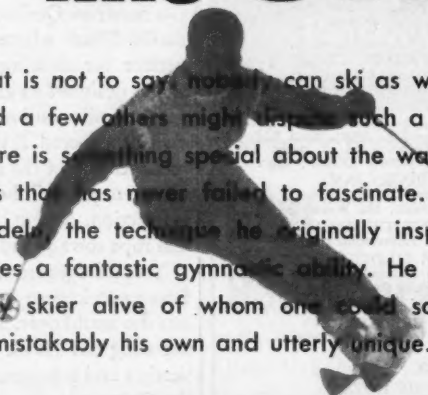
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